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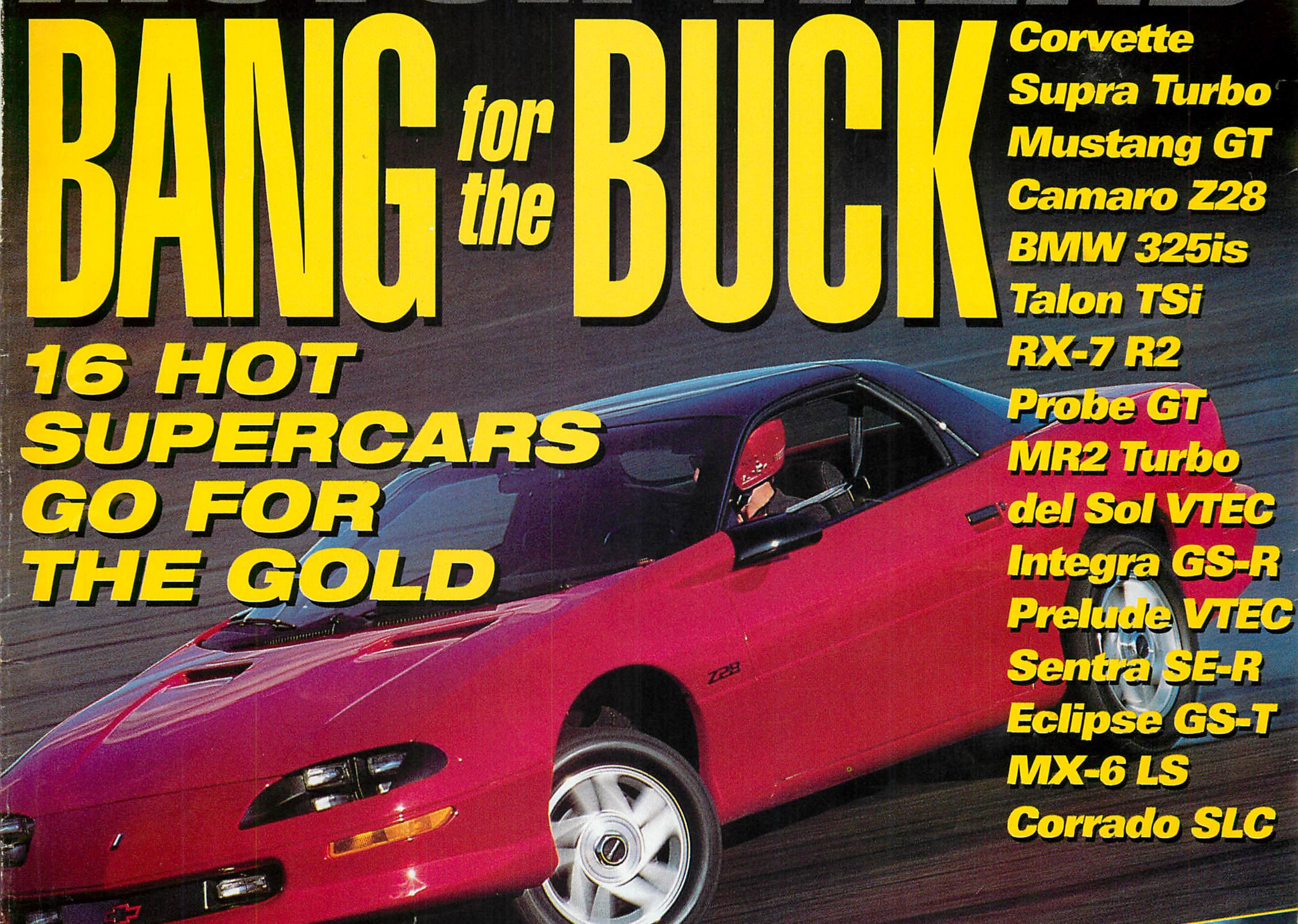

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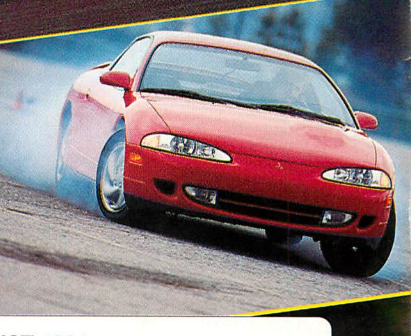

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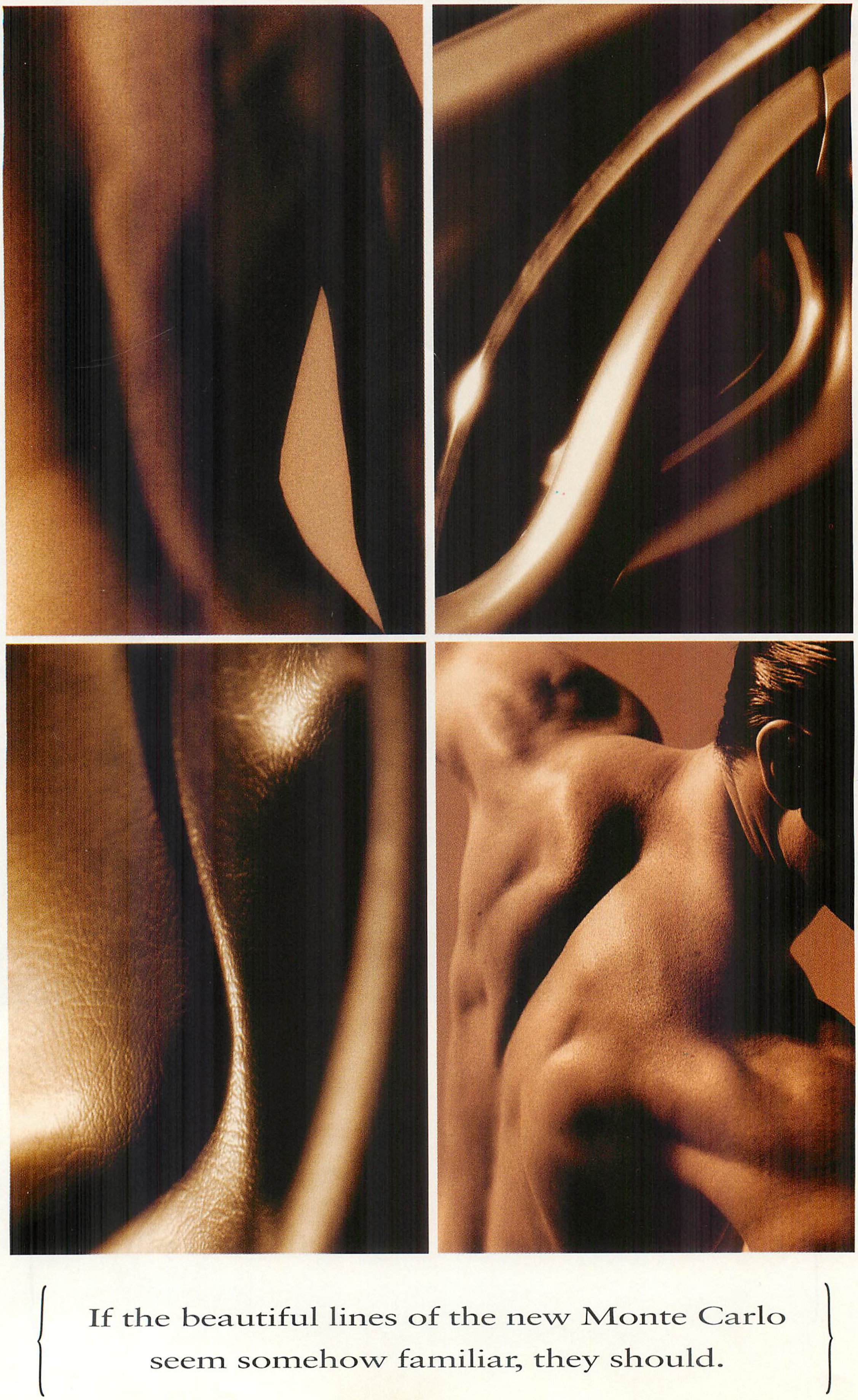

If the beautiful lines of the new Monte Carlo seem somehow familiar, they should.

MOTOR TREND

AUGUST 1994 VOLUME 46, NUMBER 8

COVER STORY

Bang for the Buck • 36
Sixteen of the highest-value, best-performing cars in America go head-to-head in a tire-shredding, brake-burning, tach-needle-bending showdown

- Chevrolet Corvette
- Toyota Supra Turbo
- Ford Mustang GT
- Chevrolet Camaro Z28
- BMW 325is
- Eagle Talon TSi
- Mazda RX-7 R2
- Ford Probe GT
- Toyota MR2 Turbo
- Honda del Sol VTEC
- Acura Integra GS-R
- Honda Prelude VTEC
- Mazda MX-6 LS
- Mitsubishi Eclipse GS-T
- Nissan Sentra SE-R
- Volkswagen Corrado SLC

TRENDS

Headliner • 16
Mercedes-Benz SLK wows 'em at the Turin Salon

International Report • 18
Low-cost, mid-engined Lotus sportster; Opel Omega to spawn new Cadillac

Detroit Report • 22
Shelby preps a new Super Snake; Behind the wheel of a potential Taurus SHO successor

ROAD TESTS

Acura NSX vs. Porsche 911 Carrera • 74
Battle of the super-sixes

Chevrolet Lumina LS vs. Dodge Intrepid vs. Ford Taurus GL • 62
The hotly contested family-car fracas takes on a Luminous glow

TRUCK TEST

Dodge Ram Sport vs. Chevrolet C1500 Silverado vs. Ford F-150 XLT • 84
The Truck of the Year takes on America's best-selling full-size pickup trucks

FEATURE

Auto Security Roundup • 92
Alarming developments in the battle against car crooks

RETROSPECT

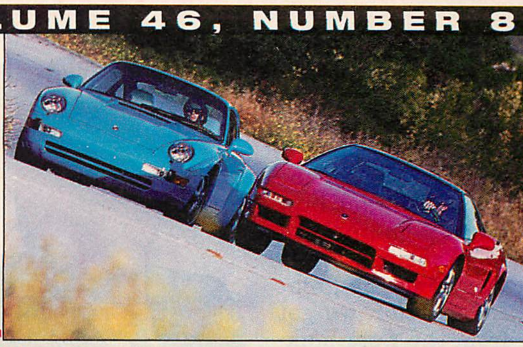
Trans-Am Racing 1969-1970 • 98
The years Detroit went road-racing

LONG-TERM REPORTS

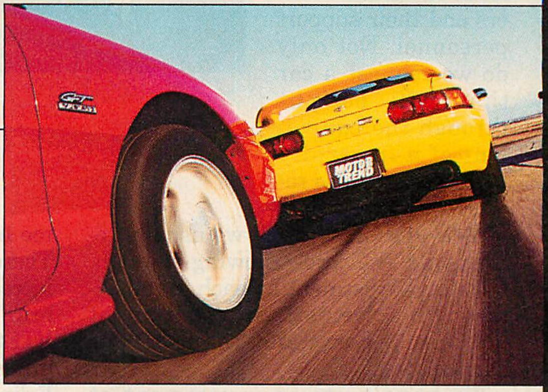
Wrapup • 104
'93 Jeep Grand Cherokee Limited

Update • 110
'93 Lincoln Mark VIII; '95 Mazda Millenia S; '93 Subaru Impreza Wagon L AWD

Cover photography by Rich Cox and Wesley Allison



74



36

84

62

DEPARTMENTS

RIGHT OF WAY • 4
We had a bang

LETTERS • 8

MOTORSPORT • 112
Inside the Mercedes Indy Car engine

CAR CARE • 116
Octane: Can you ever get too much?

TECH Q&A • 119
The motorized world of Leon Kaplan

INVESTMENTS • 121

ROAD TEST REVIEW • 128

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RIGHT OF WAY

LEONARD EMANUELSON

A BANG-UP WEEK

It's been several years since I've had the opportunity to participate in Bang for the Buck. I forgot how much planning and work went into this story and the great cooperation we get from the auto makers and their support personnel. Not only do we request a car that will be put through the equivalent of a fraternity hell-week, we also request a spare set of wheels and tires, which we usually return with the cords showing through. It's a big investment by each manufacturer for a comparison test it might not win. I commend them all for participating.

We have quite an investment at stake, too. The actual testing requires over 20 people and a week's worth of track rental time. Back at the office, we spend days crunching numbers and cramming 50 pages of data into 20-plus magazine pages.

Everyone Has His Own Price/ Performance Comfort Zone

After it's all over you have to ask yourself, was it really worth the trouble? What did we learn that we didn't already know? Heck, an 11-year-old with a pocket calculator and a copy of our Road Test Review could just about predict the finishing order of any grouping of cars given the Bang for the Buck scoring methodology. A few car makers do just that. They think that because of their performance/pricing quotient, they just can't win, so they refuse our invitation. To my thinking, that makes them two-time losers.

Why? Bang for the Buck is one of the few times when the entire *MT* staff gets to simultaneously test the newest hot sport coupes and the best of the carryover sport coupes, the standard-bearers in the high-performance market. It's as level a playing field as you'll ever get, with all cars being tested on the same track on the same day. Not only is the hard test data collected, so are the opinions of the whole staff. This experience becomes the basis for future story ideas and an internal, individual data base for each staff member. Besides coming away with great driving impressions, we declared a decisive winner, a car that's the epitome of Bang for the Buck. Curious? Read the story.

Here are some of the experiences and insights I took with me from Bang for the Buck. Corvette: There's life in the bloated, old gal yet; incredible performance numbers for the price and level of luxury. Honda/Acura VTECs: The sweetest four-cylinder engines and gearboxes on the planet. Eclipse/Talon: Turbo lag is almost nonexistent, and the shift linkage is 1000 percent improved. Mustang: easiest rear-drive V-8 to pilot. Probe/MX-6: Best-handling front-drive cars available.

I also left the shootout knowing that a car that didn't win (in fact, finished last), would be my first choice for delivering "bang" on a daily basis. The BMW 325i didn't stand out in any performance category, and its price was its Waterloo. Still, in my opinion, no other car was as faultless as the Bimmer. It has no bad traits and exhibits a balance of performance that other car makers may never match.

And therein lies the beauty of the Bang for the Buck competition. Everyone has his own comfort zone when it comes to performance and price. Jeff Karr, ex-*MT* editor (who's finding life much more fulfilling at full opposite lock at 90 mph on the Streets of Willow), has done an excellent job of distilling reams of data and opinions to present the full story of this year's Bang. Ponder the results, consider the tradeoffs, and you might find a car that stays within your budget, while delivering just the right amount of bang to satisfy your taste. ***MT***

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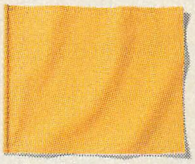
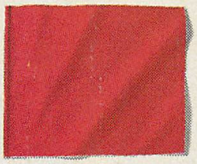


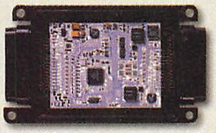
This tells a driver to be cautious.



This tells a driver to stop.

This tells a driver he's being passed.

This tells a driver to pull into the pit.



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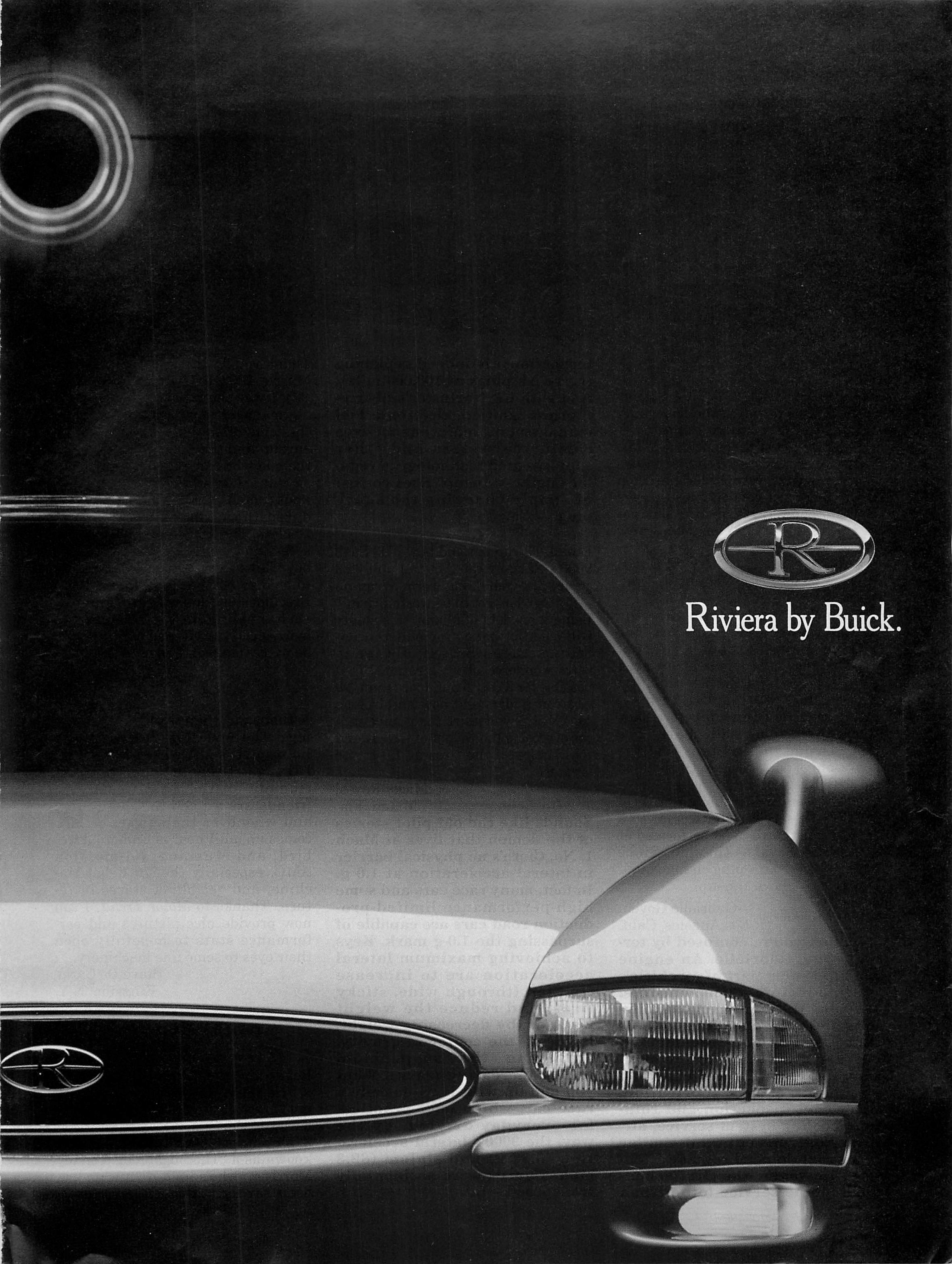
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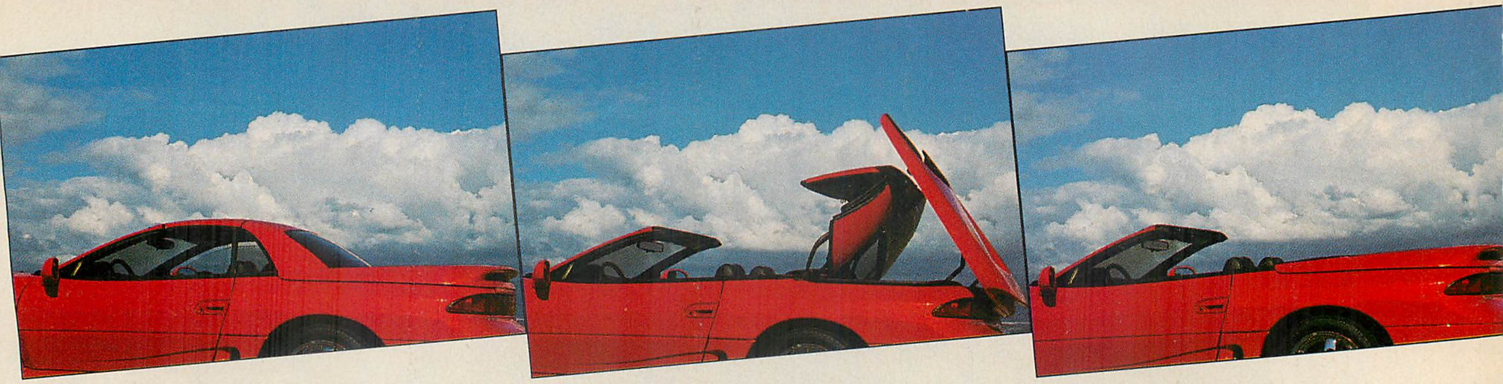
LETTERS



CARS "R" US

Regarding the 3000GT VR-4 Spyder (May '94), as a convertible lover and owner, I think it misses the point. A *soft* top is part of the experience! Mr. Prechter of ASC is wrong. I'm sure he's hoping the retractable hard top is the future of convertibles. Maybe for auto show razzle-dazzle, but not in the real world. You guys know better than that!

Paul Davis,
Tujunga, Calif.

Cadillac's TV ads claim that the Northstar system can run for 100,000 miles without a tuneup. Well, a service advisor at an area Cadillac dealer tells me that his clients refuse to accept that their vehicles require a tuneup before they reach the golden 100K mark. The truth behind that claim is that the spark plugs don't have to be changed until the vehicle has reached 100K. This does *not* mean that the rest of the routine services that comprise a tuneup don't have to be performed at regular intervals—they do. Since when does a spark-plug change qualify as a full-blown tuneup?

Gabrielle Goyen,
Los Angeles, Calif.

We think you're confused by terminology, Gabrielle. An engine tuneup is only part of a vehicle's routine maintenance schedule. Perusing the manual of our long-term DeVille Concours shows us that Cadillac does recommend regular maintenance for such things as checking and changing engine oil, chassis lubrication, tire/wheel inspection and rotation, cooling system service, air-filter replacement, and similar items that do need regular attention. However, the first scheduled engine service (other than inspections) is indeed replacing the spark plugs at 100,000 miles. And with the Northstar's distributorless ignition, electronic fuel management, maintenance-free cam-drive system, and other sophisticated technology, a regular engine "tuneup" does consist of simply changing the spark plugs.—Ed.

I think I'll run out and buy a '93 Saab 9000 CSE. Any car that can pull 62.3 g's as per your Long Term Wrap-up (May '94), has got to be worth driving. Being a resident of Miami, this ability will come in handy for bullet-avoidance maneuvers. But seriously, I've always wondered about g ratings. Is it possible for a car to pull more than .99 g? I can understand how an airplane can do it, but doesn't the g force in a car overcome the weight of the car and the friction of the tires at 1.0 g and greater?

Micky Reyes,
Miami, Fla.

Sounds like the old pilot stories of the demon that lives at Mach 1. No, there's no physical barrier in lateral acceleration at 1.0 g. In fact, many race cars and some high-performance limited-production road cars are capable of surpassing the 1.0-g mark. Keys to achieving maximum lateral acceleration are to increase traction (through wide, sticky tires) and reduce the weight transfer (by decreasing weight, lowering the center of gravity, stiffening the suspension, and/or increasing track). What you end up with is essentially a race car, which isn't practical for everyday driving. By the way, the 9000's lateral acceleration (0.82 g) and slalom (62.3 mph) figures were accidentally transposed.—Ed.

Thank you for the "American Motors Muscle 1968-1974 Retrospect" (May '94). I was the national merchandising manager at American Motors at the time of the introduction of the Javelin and the AMX. (In fact, I was the one who came up with the name Javelin). I was in charge of the announcement show where we introduced these vehicles to the AMC Dealers. The AMX was introduced in a series of dealer meetings in Playboy Clubs in nine cities. We wanted to change our image. We had Craig Breedlove and his wife give a talk at each meeting on their record 24-hour speed run. It was a fun time to be with American Motors.

Guy Hadsall, Jr.
Harbor City, Calif.

A thousand thank-you's and blessings! The American Motors Muscle Retrospect is just what I like to see. I thought I was the only AMC aficionado on the East Coast. My friends are all GM and Ford fans, and whenever the subject of cars comes up, all I hear is Camaro, Firebird, and Mustang. I'd mention AMC, especially the '70 Rebel Machine, and get blank stares in return. Thanks to *Motor Trend*, I can now provide nice pictures and performance stats to hopefully open their eyes to some fine machinery.

Steve De Carlo,
Kingston, N.Y.

PRIVATE ASSASSINS

Regarding the "Trained Assassins" article (Feb. '94), I'd like to exercise my "bragging rights." I'm the proud owner of the first customer Morrison Z28 Camaro, which is more properly known as a "Thoroughbred." Tommy Morrison, who's from Kentucky, had been saving that name for a truly

"Finding water's a lot easier with a Suzuki than a divining rod,"

says Todd Giddings, owner of an environmental engineering company that specializes in locating underground water in some of Pennsylvania's most remote country. There's just nothing better for getting around mud-slick work sites up in the Appalachians than his 2-door Sidekick.

"The standard 15" tires, tough engine and light weight mean I can get in and out of places where bigger 4X4's have gotten stuck. In fact I've towed a couple of those guys out," he laughs. Todd also regularly tows almost 1000 lbs. of gear in a custom-built trailer. "The shorter wheelbase makes the Sidekick amazingly maneuverable--even in reverse, and you know how tricky that is with a trailer." Better yet, for a guy who's 6'6", is the Sidekick's interior headroom. "I meet people in gas stations who don't believe I just got out of it. And I can do it without taking my hardhat off--easy." But all work and no play would make Todd a dull boy, so on weekends, he loves nothing better than towing his sailboat to the nearest lake: "My Suzuki can practically find its own way to the water."

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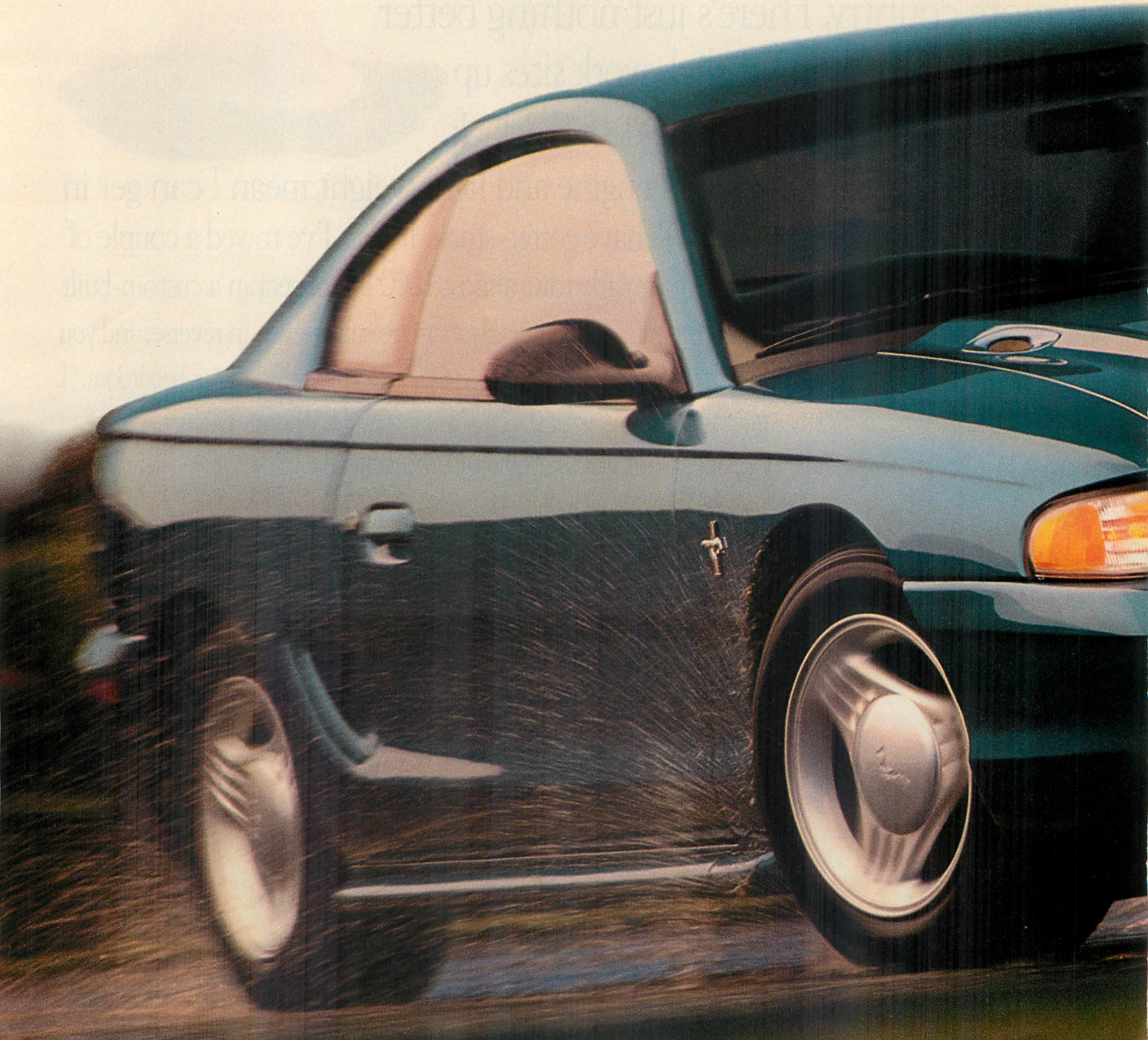

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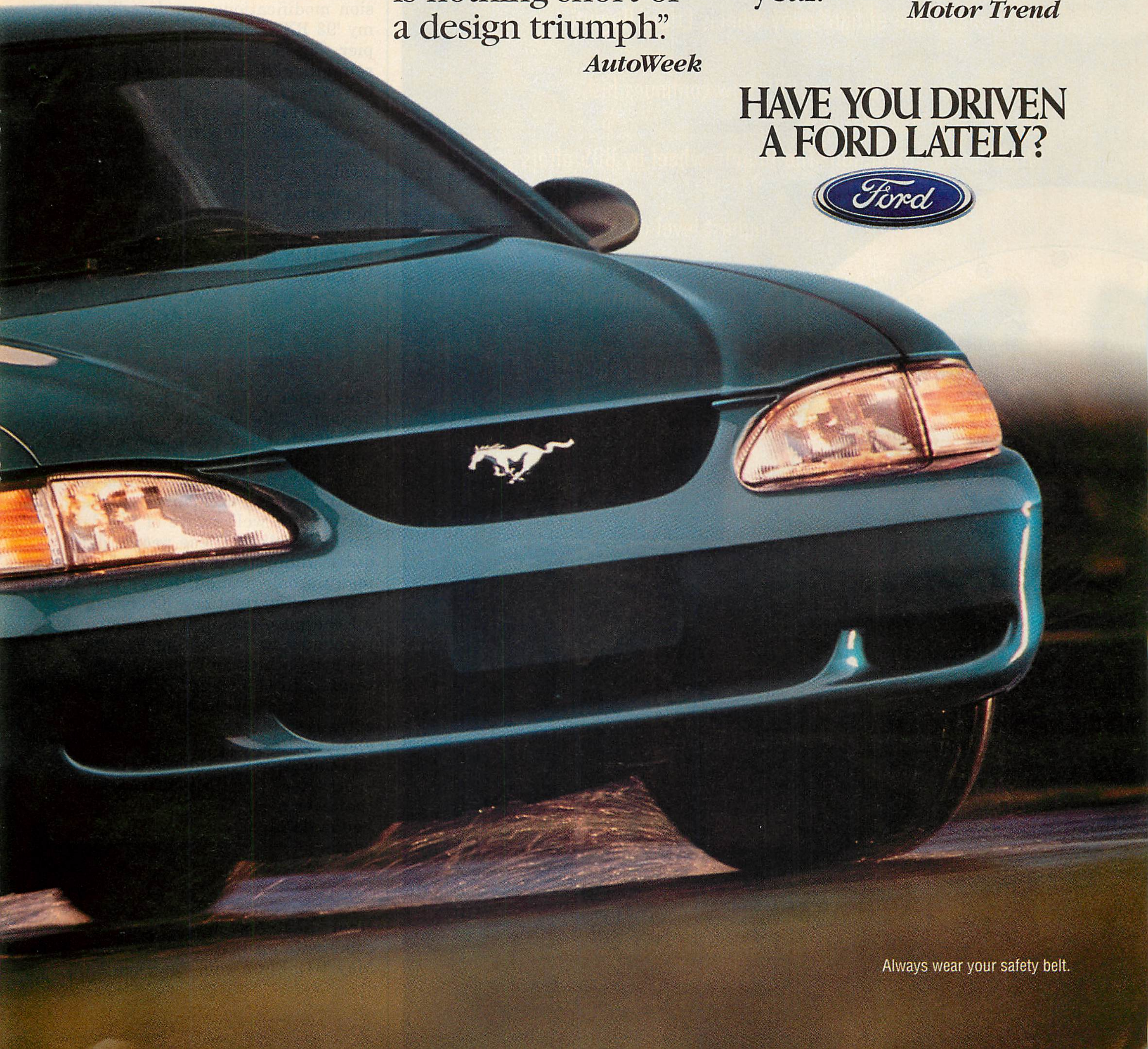

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deserving car. I'd have to agree with him. Thanks are in order to *Motor Trend*. Without your article, I would've missed out on this great opportunity. By the way, the license tag reads "ZR1 2SLO"

Richard Bordelon
Fairfax, Va.

I was so impressed by your review of Peter Farrell's limited-edition RX-7 in "Trained Assassins" that I immediately called Peter's shop, and the man himself answered the phone. Since that call, Peter has performed the engine and suspension modifications you described to my '93 RX-7, and I couldn't be happier. The performance, quality, and reliability of the upgrades have to be experienced to be believed. Thanks much for the well-written article, and allow me to strongly recommend that any of your readers owning a '93 or '94 RX-7 who want to give their performance envelope a huge shove without endangering reliability, run—don't walk—to Peter Farrell Supercars in Manassas, Virginia.

Walt McFarland,
Arlington, Va.

FEEDBACK

This letter is being written within an hour of the news of Ayrton Senna's death. I had to capture my feelings in their purest form. People have spoken to me as if it was just another racing accident; that these drivers are well aware of the dangers of racing. These people don't quite understand the grief I, and many people around the world, are experiencing right now. On behalf of all the pure racing fans who comprehend how I'm feeling, my deepest sympathies and sorrow are extended to the Senna family and friends, and all the fans that have witnessed the sport's elite delight, elate, excite, and just plain do it like no other driver in the history of the sport. Here's to the greatest driver that ever lived. We love you, Ayrton Senna daSilva, and may you rest in peace.

Daniel Kizner,
Montreal, Canada

Hear, hear for Gary Witzenburg's comments on transplants (Letters, May '94). For a long time, but without much success, I've been trying to explain to people that if they want to drive Japanese cars made in America that's fine with me, but please don't consider them the equivalent of an American-built car. By the way, generally I drive foreign, so I can't be accused of unthinking chauvinism.

Paul Galanti
Indianapolis, Ind.

In response to Mr. Witzenburg's pet peeve, I disagree with his negative and misleading view toward the Japanese car makers in the U.S. How can he say that they're doing nothing for America when Toyota made the biggest donation to the local library in history; when countless families and towns are being supported by them, and when they generate large amounts of taxes for the government. So what if they aren't (by his standards) really American. Learning from the competitors is the way to get ahead, not criticizing. Also, I guess that he must have forgotten about all the joint ventures that Ford, Nissan, and Mazda have.

Michael Young,
Toronto, Canada

As an automotive enthusiast and a spectator at vintage races over the last few years, Robert J. Gottlieb's statement in Investments (June '94) that "a number of dumbbells spend all their income on vintage-car racing" filled me with disgust. "Investors" spend $20K on a car, $20K on someone else to restore it, and then pull it around in an enclosed trailer to display it on manicured lawns while it appreciates. I've seen (and heard) a real GT-40 turn corners on a racetrack, Mini-Coopers muscle each other for position, and original Can-Am cars thunder down a back straight. For the most part, vintage racers love cars, accept the risks and costs, and utilize their machinery as it was meant to be used. To classify them as "dumbbells" in an enthusiast magazine is truly a travesty.

Robert Wanton,
Madison Heights, Mich.

What's the difference between final-drive ratio and axle ratio, or are they the same? I notice you get the final-drive ratio by multiplying the axle ratio by the transmission's top gear ratio. Other sources list them as basically the same. I'm not clear on this subject; could you please explain?

Reshard Durdley
Gainesville, Fla.

It's true that the term "final-drive ratio" is often used to represent a vehicle's axle ratio; however, we separate the terms so we can distinguish between the axle ratio (gearing in the differential) and overall gear ratio in top gear (which combines transmission and differential gearing).—Ed.

Canada, Sweden, and Finland require cars to run with their headlights on, whatever the hour. They all cite a reduction in accidents because cars are more visible. The U.S. should also require daytime running lights. At the very least, this country should require manufacturers to offer an optional wiring harness that links ignitions with headlights. Sure, a driver can turn on the lights manually, and my family and I do. But why not give us the option of automatic DRLs? Better yet, why not make the use of daytime running lights mandatory?

William Barrett,
Needham, Mass.

Keep in mind that Canada, Sweden, and Finland are all northern countries that experience much longer periods of darkness in winter months than the U.S. (except Alaska). This has a lot to do with their need for daytime running lights. Still, as you might have read in our July '94 Detroit Report, the '95 Geo Metro will come standard with DRLs, plus they'll appear on all GM models in the coming years. Whether other manufacturers will follow suit remains to be seen.—Ed. MT

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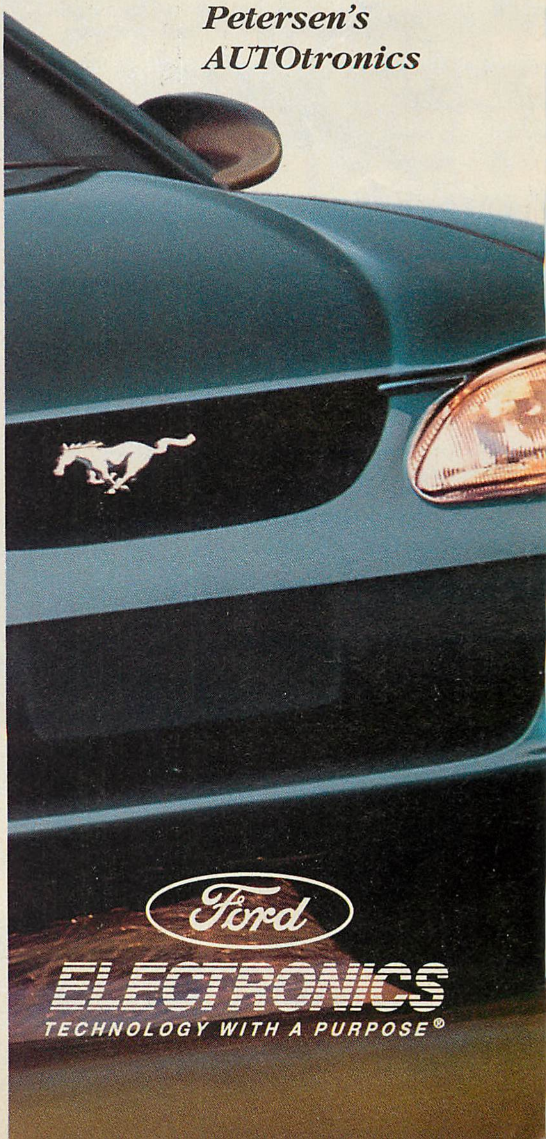

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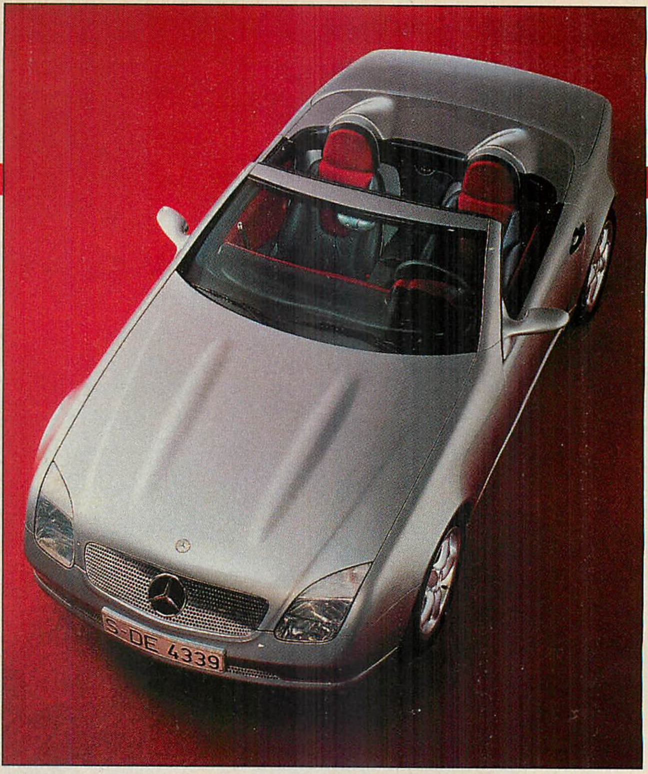
TRENDS

EDITED BY BOB NAGY



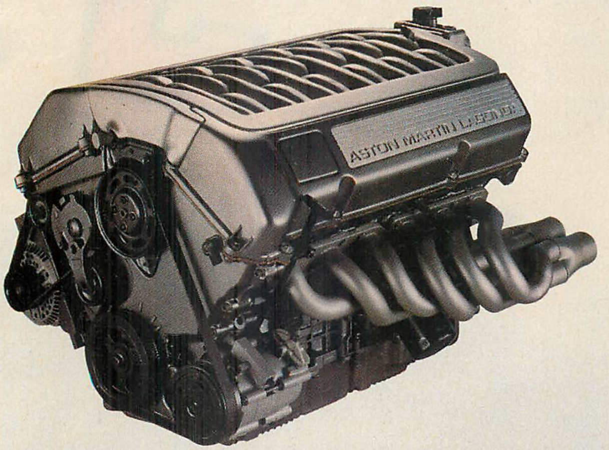
▲ **SLK Studie is what Head Designer Bruno Sacco calls a "suggestion" for the C-Class-based four-cylinder Mercedes roadster due in two years. Juraschek Romuald, the 31-year-old designer responsible for the exercise, sprinkled carbon fiber extensively throughout the interior, which is more than a little reminiscent of Porsche's Boxster. Like the Boxster, it bears only passing resemblance to what the production passenger compartment will look like.**

TOURIN' THE TURIN AUTO SALON

In the halcyon days of Italian automobile design, the Turin Salon was not to be missed. It's where the wraps were whisked off one exotic Ferrari, Lamborghini, and Maserati after another. But, like the Italian automobile industry and the grand Italian *carrozzeria*, Turin fell on hard times. Non-Italian auto manufacturers began boycotting Italy's premier exhibition, claiming that Fiat, Inc., invariably dominated the proceedings.

This year, a new promoter strived to resuscitate the venerable patient. A 10-year renovation at the Lingotto convention center turned a formerly dingy Fiat assembly plant into a sparkling showcase. The Italian auto maker definitely remained a key player. Fiat subsidiaries launched two new Euro-only models—the Alfa Romeo 145 and a fresh Maserati Quattroporte. And no fewer than nine Italian coach builders dressed Fiat's Punto econobox in designer sheetmetal. Ford, meanwhile, quietly revealed a 6.0-liter, 48-valve V-12 for possible use in a future Aston Martin Lagonda sedan (although neglecting to present any production models). Mercedes-Benz upstaged everyone with its spiffy SLK roadster design study.

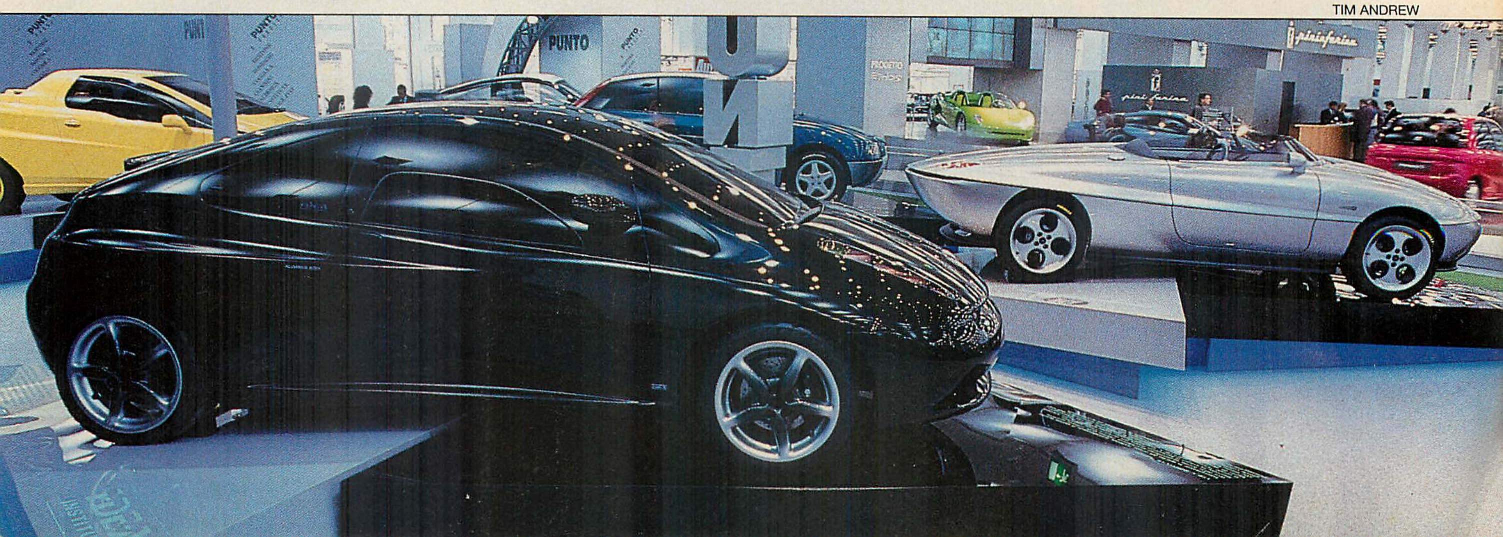
More than 600,000 visitors and 2000 journalists passed through the turnstiles during the two-week event. Some 7000 test drives were conducted on Lingotto's rooftop track. Encouraged by Turin's renewed vital signs, the promoter may reschedule future events earlier in the year to rival Geneva. *—Don Sherman*



◀ **Ford's experimental Duratec V-12 is a foundry marriage of two Contour/Mystique V-6s. Designed for use in Aston Martin Lagonda's upcoming Vignale sedan and other AML cars, this exceptionally compact all-aluminum DOHC 6.0-liter has produced 400 horses and 400 pound-feet of torque during dyno testing, but has yet to undergo in-vehicle evaluation.**

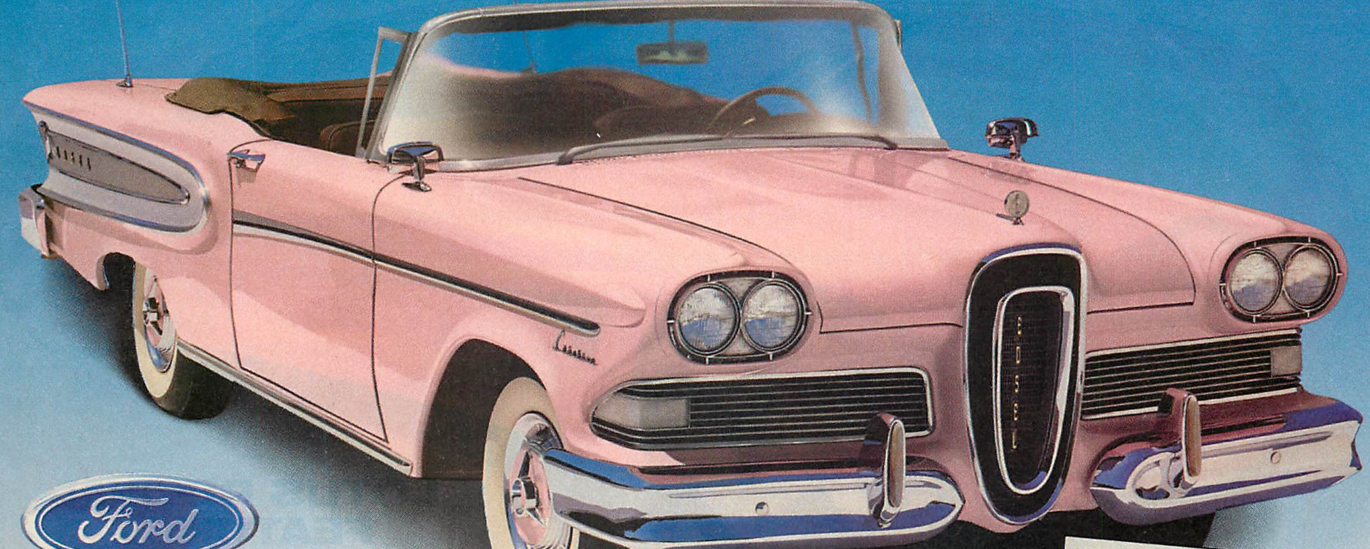
▼ **Despite its modest status in the world of production cars, the Fiat Punto proved an exceptional step-off point for a variety of dream machines. Fiat and Maggiora collaborated on the seductively stunning Scia barchetta, whose seats and trim are water repellent, while the floor is slotted "to allow water to drain out." Inspired by the Lancia Stratos and Maserati Ghibli, the I.D.E.A. Institute's sleek, black, one-box two-seater Lampo study wears the evil smirk of a Ninja fighter.**

TIM ANDREW



1958 EDSEL

Fully Authorized by Ford Motor Company



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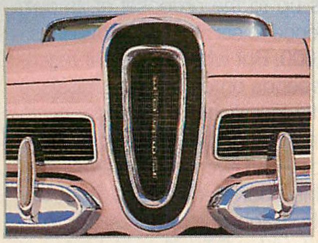

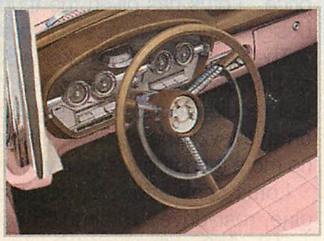

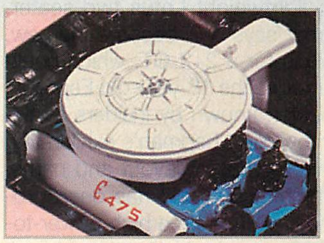

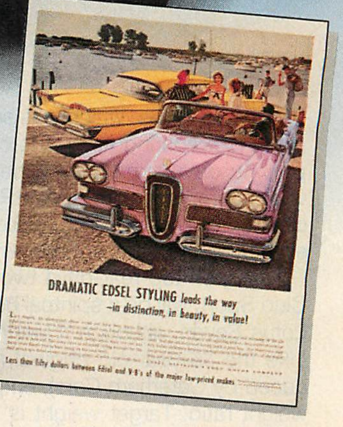

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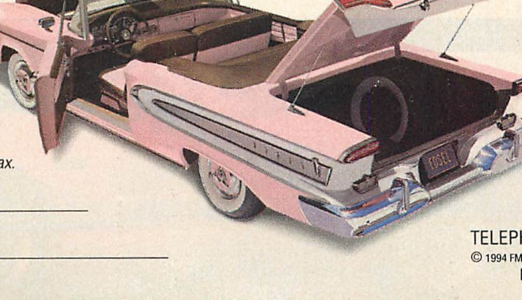

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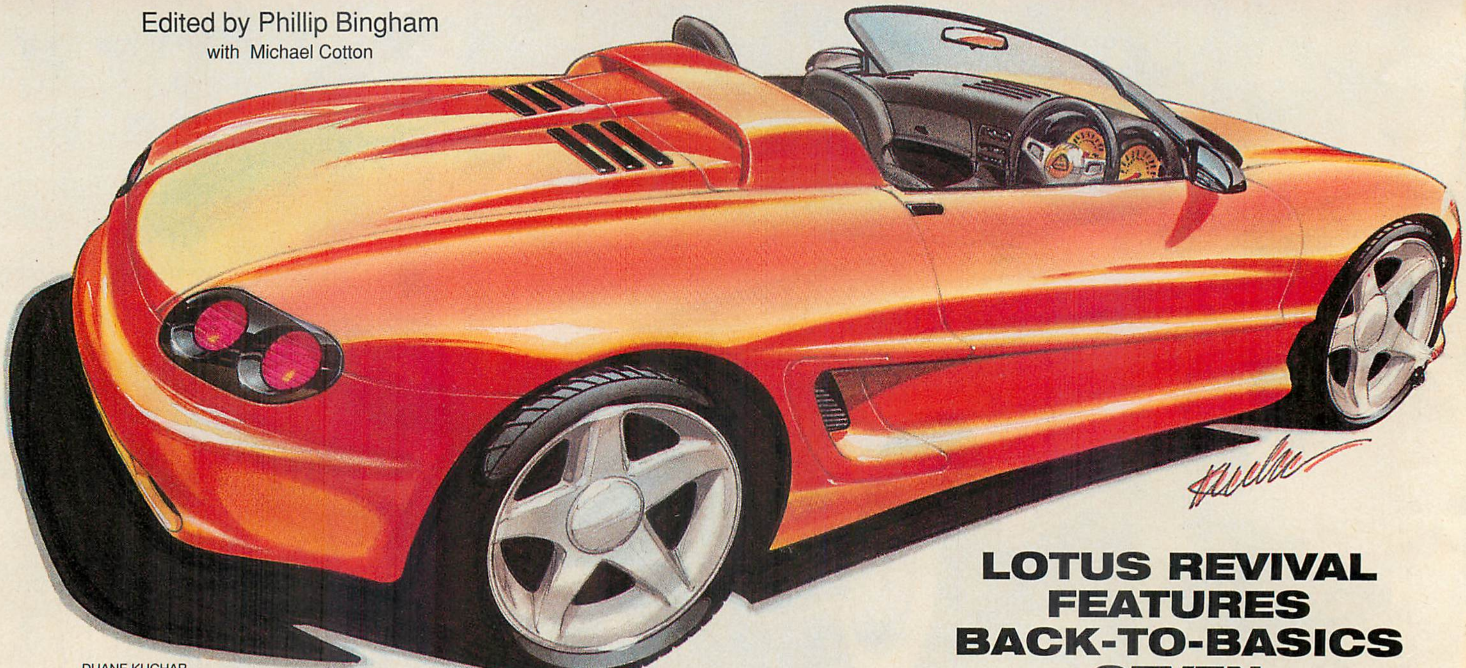
TRENDS

INTERNATIONAL REPORT

Edited by Phillip Bingham
with Michael Cotton



DUANE KUCHAR

LOTUS REVIVAL FEATURES BACK-TO-BASICS SEVEN

Group Lotus, which was sold by GM to Bugatti last summer, is preparing its sports-car revival. Bugatti is close to approving development of a new, lightweight Lotus two-seater, which company chief Adrian Palmer says "will become the new, classic Lotus." There are also plans for a 2+2 GT, which could eventually kill Lotus' only current model, the 18-year-old Esprit.

The open-top rear-drive two-seater, known by insiders as the Club Sport, will be a spiritual heir to Colin Chapman's exhilarating Lotus Seven, although it will have a different layout and name. Like the 36-year-old original (which since 1968 has been produced by Caterham Cars), emphasis will be on a high power-to-weight ratio. Target weight is 1700 pounds. Unlike the original, however, the engine will be placed amidships. Lotus will buy in a mainstream powerplant, which must make about 200-horsepower to meet performance goals. Perhaps mindful of the Elan's failure, Bugatti people hasten: "This engine will not be Japanese."

The latter-day Seven is currently undergoing "final concept studies and market research," according to Lotus spokesman Patrick Peal, "to make sure we hit the right spot in the market at the right price." Lotus has given the thumbs-up to the proposal of its own designer Julian Thompson in preference to six alternative offerings.

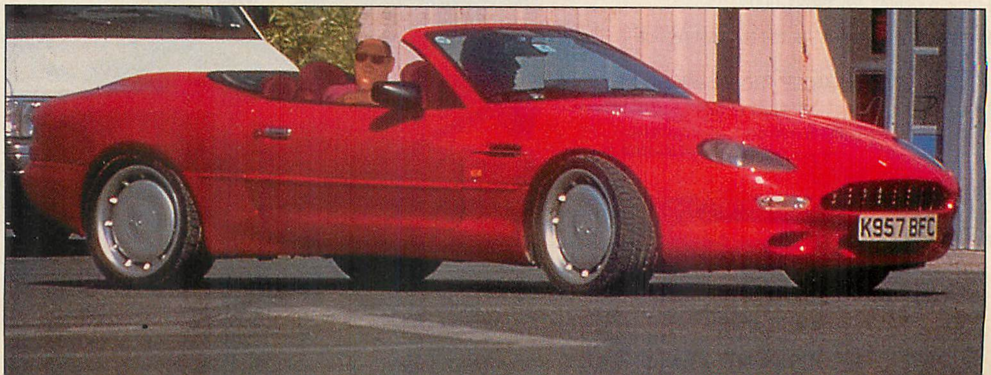
The Seven's target sticker is $30,000. But whether the car reaches U.S. showrooms, says Peal, "depends on crash and emissions test requirements, which significantly increase development costs on a low-volume car. We anticipate comparatively low volumes—no more than 500 per year worldwide—but over many years."

Lotus can't afford to develop this sportster and the front-engine, rear-drive GT simultaneously. Each car requires approximately $10 million, and Peal admits "the GT will be introduced more quickly if outside funding is found." To this end, a new subsidiary company, Bugatti Lotus Cars, may be partially floated on the New York and London stock exchanges. This will be a subsidiary of Bugatti International, which owns 80 percent of Bugatti Automobili and all of Group Lotus.

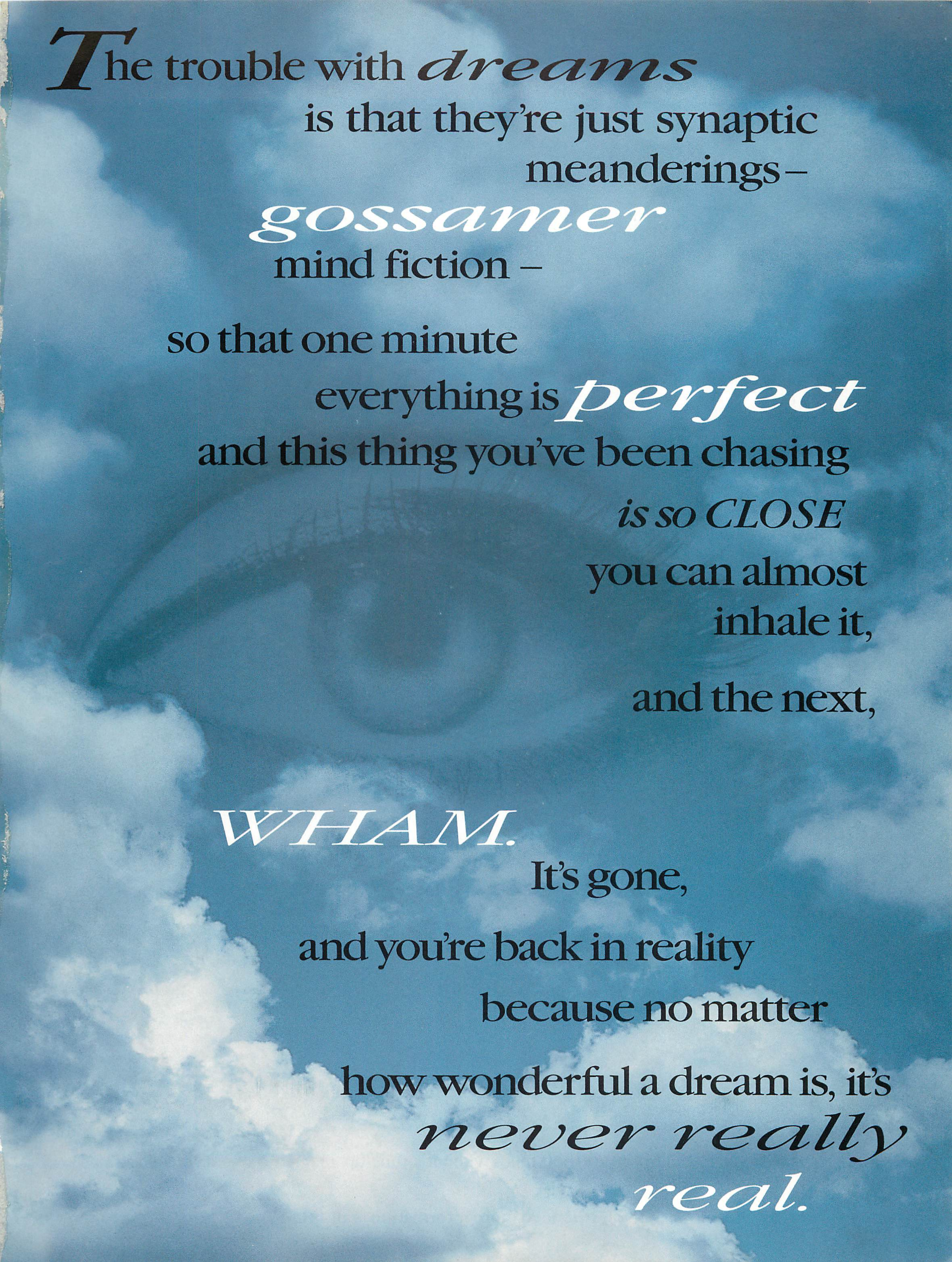
DROP-TOP ASTON: DROP-DEAD LOOKS

As this spy photo reveals, Aston Martin is developing a droptop version of its new DB7 coupe—and it promises to be one of the most attractive cars of the '90s. The DB7 Volante likely will cost about $130,000 when it goes on sale two years from now; the $100,000 hardtop begins rolling off the production line in Oxfordshire, England, this summer.

Both cars ride on double-wishbone suspensions all around and are propelled by a 355-horsepower 3.2-liter straight-six derived from Jaguar's AJ16 unit. A muscular DB7 Vantage will follow a couple years later, most likely with a supercharged 4.0-liter straight-six Jaguar engine.



KGP PHOTOGRAPHY



The trouble with *dreams*
is that they're just synaptic
meanderings –
gossamer
mind fiction –

so that one minute
everything is *perfect*
and this thing you've been chasing
is so CLOSE
you can almost
inhale it,

and the next,

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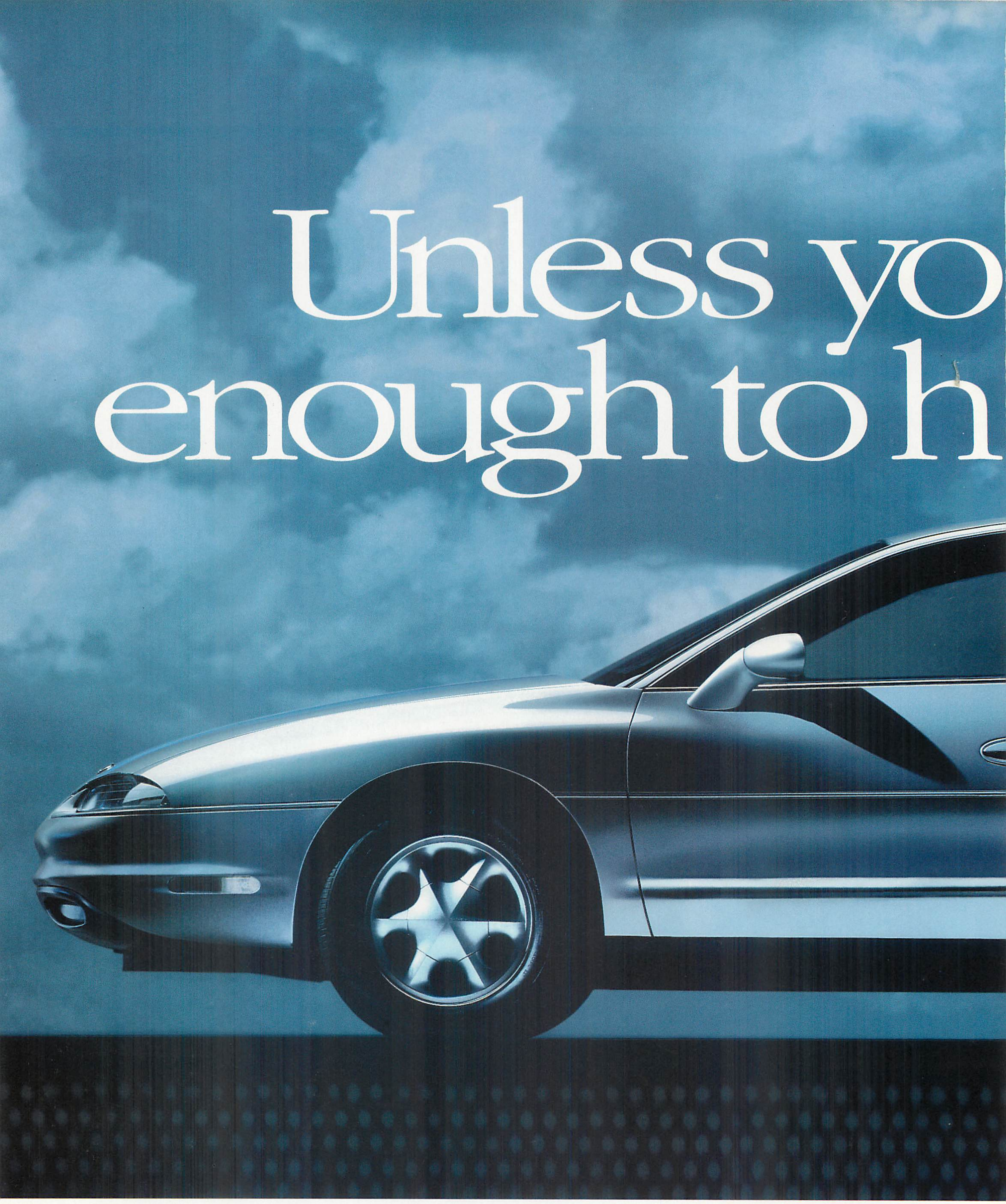
It's gone,

and you're back in reality
because no matter
how wonderful a dream is, it's
never really
real.



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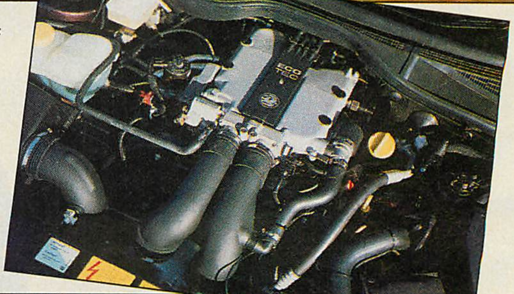
TRENDS

INTERNATIONAL REPORT

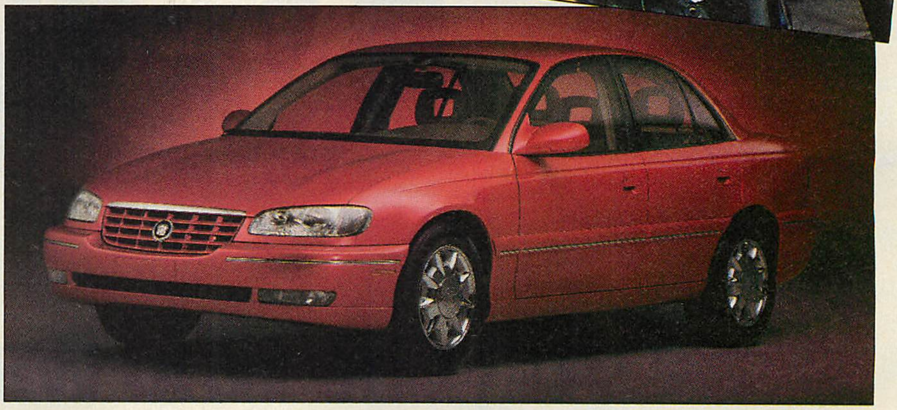
NEW OMEGA TO SPAWN CADILLAC COMPACT

A '96 Cadillac has begun storming European highways, and it's giving Mercedes-Benz and BMW top brass sleepless nights. GM's new Opel/Vauxhall Omega is a rear-drive rival for the C-Class and 5-Series sedans and will be priced aggressively when a slightly restyled version goes on sale here in fall 1995 wearing the Cadillac crest and wreath. Replacement for the larger Senator model, the new Omega received star treatment from the General's design troops in Russelheim, Germany. Our test drive in a topline Euro-spec variant proved it offers comfort, room, ride, and handling on par with—and in some cases better than—its main rivals from Stuttgart and Munich.

While the European market offers buyers both four- and six-cylinder engines, the Cadillac iteration, presently code-named LSE (for Luxury Sedan-Euro Style), will come only with GM's new, 3.0-liter V-6. Rated at 200 horsepower and 200 pound-feet of torque, it's a member in good standing of the ECOTEC (Emission Consumption Optimization Technology) family. This compact 24-valve twin-cammer provides enhanced low-end torque, thanks to a two-stage intake manifold. Even paired with the mandatory three-mode, electronically controlled four-speed automatic transmission, it's capable of pushing the Omega from 0-60 mph in just over 9 seconds and to a top speed of about 145 mph.



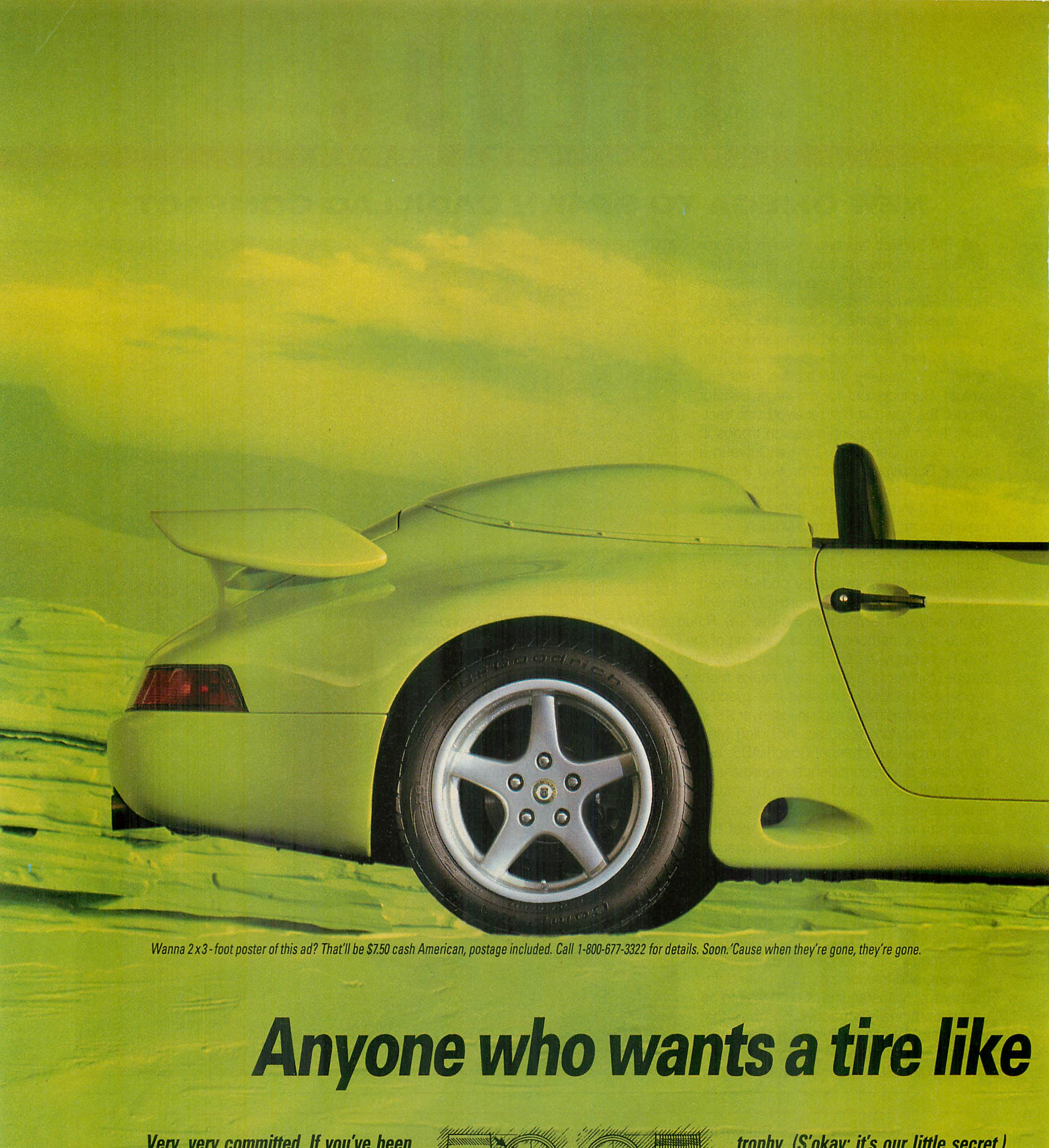
Other standard features, including MacStrut front/multi-link rear suspension, traction control, four-channel Bosch ABS, and power recirculating-ball steering combine to bolster driver confidence regardless of road conditions. Although the underpinnings will be retuned slightly to match American tastes, German engineers at the European launch were adamant that the car's excellent ride and handling characteristics wouldn't be compromised.



All U.S. models will be produced in Opel's Russelheim facility at the rate of 40,000 per year. Along with Cadillac badging, they'll be tailored to better fit the division's image with bespoke grille, taillamps, bumpers, and interior trim. But these detail changes notwithstanding, it promises to be one exceptionally attractive package that will give GM's luxury division a much welcomed entre into a segment with solid growth potential. —*Michael Cotton*

IMPORT NOTES

Heir Apparent Abdicates: Surprising his bosses at Mercedes-Benz, young stylist Murat Gynak—the project leader for the new C-Class who was expected eventually to succeed Bruno Sacco as design chief—has defected to Peugeot. Gynak will head the French marque's design studios, eclipsed in the last decade by European rivals...**Familiar Result:** Causing a storm, U.S. market research firm J.D. Power and Associates has entered Europe, with the "first in-depth assessment of British car owners' satisfaction with their automobiles." A survey of 9638 owners of '91-92 cars saw Japanese makes take the first seven places, with Toyota's Corolla coming in first. Lowest ratings went to Rover's geriatric Mini and Ford's Escort/Orion. But many auto makers have slammed the study as flawed, incomplete, and unrepresentative...**Sunny Outlook:** In its admiration of the Mediterranean influence on art, architecture, and fashion, Volkswagen has chosen to locate its new European Design Center in the Spanish coastal town of Sitges, about 25 miles west of Barcelona. Thirty staff people will help shape vehicles for corporate cousins VW, Audi, Seat, and Skoda.



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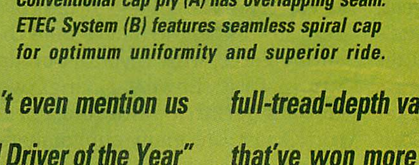

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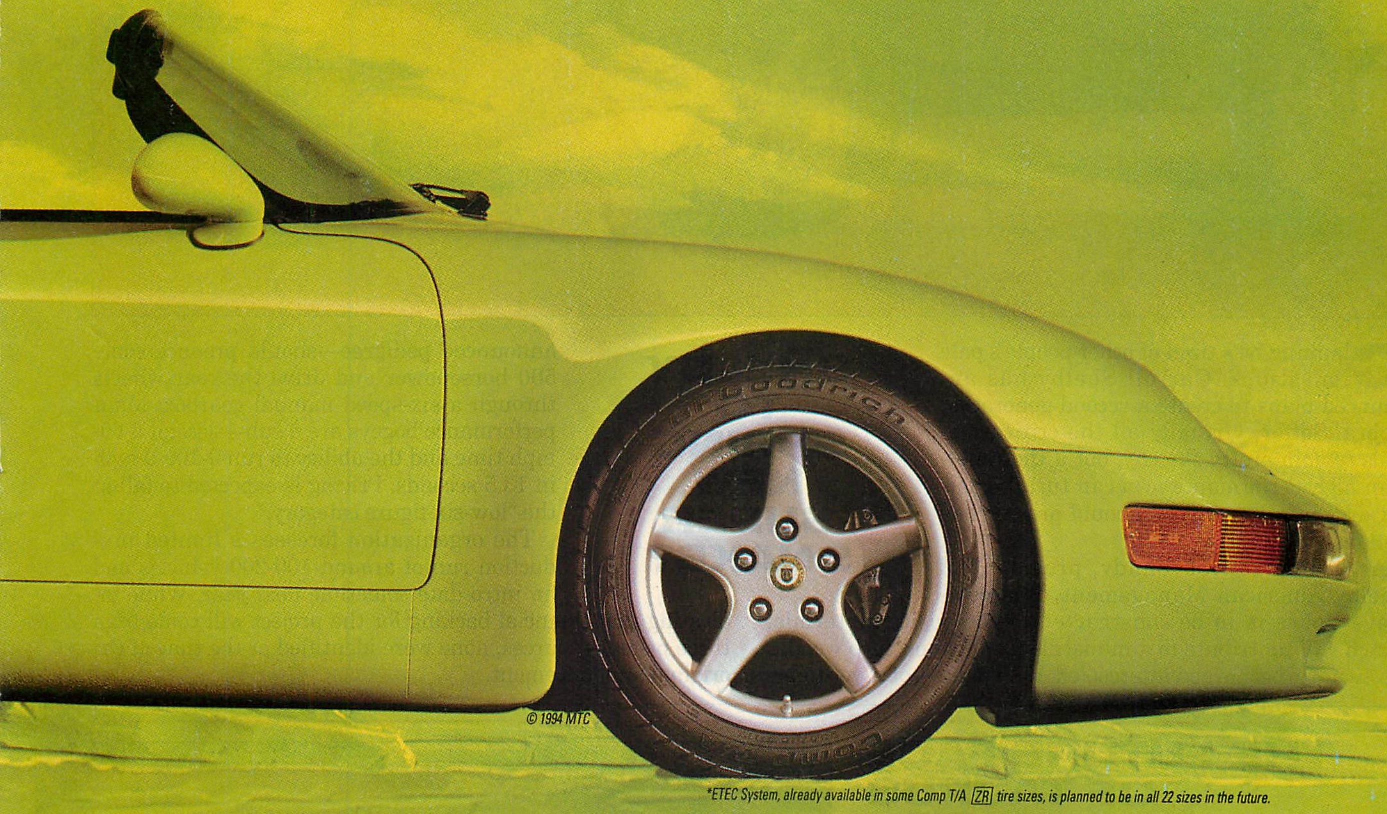

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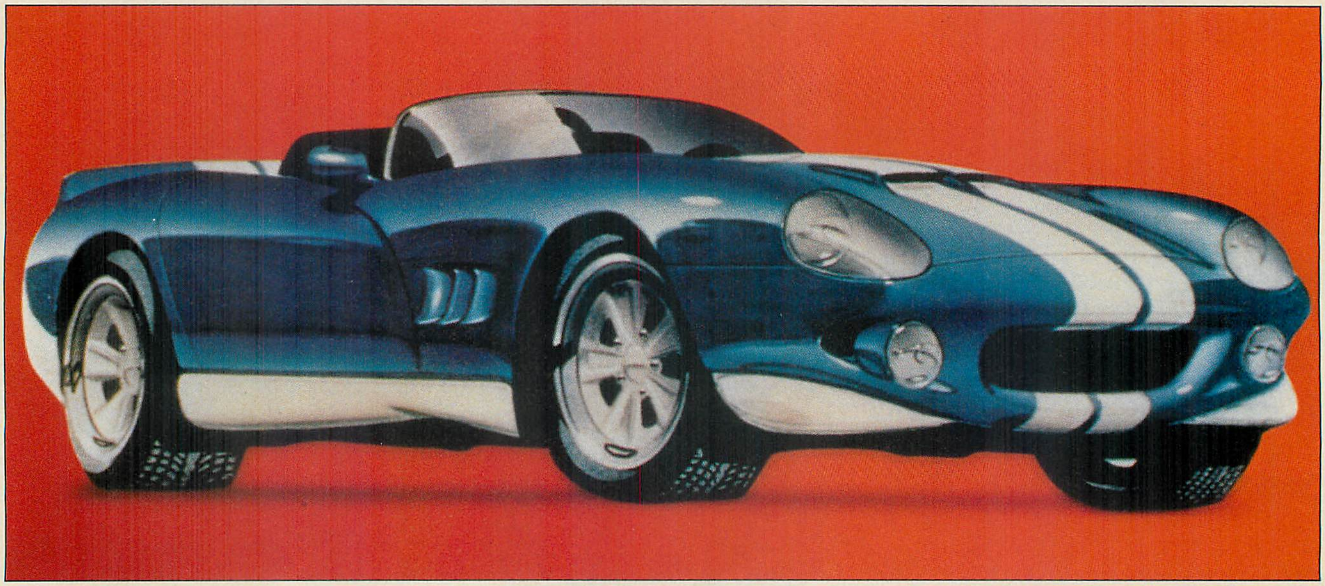
TRENDS

DETROIT REPORT

by Daniel Charles Ross



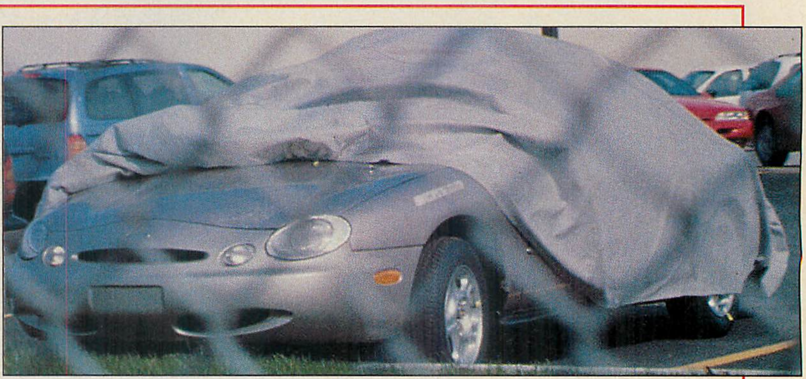
SHELBY TO SPRING NEW SUPER SNAKE?

Claiming he's tired of other people's pale imitations, Carroll Shelby has announced plans to create a second-generation Cobra. So far, virtually all the critical details remain pretty sketchy, but if the American high-performance icon can turn his latest dream into reality, it should provide one helluva ride.

According to Don Landy, president of Shelby American Management, this new-wave Cobra is to be constructed of composite materials, which will contribute to a miniscule 2220-pound curb weight. Its twin-turbocharged/intercooled V-8 engine—of a yet-to-be-announced pedigree—should produce some 500 horsepower and drive the rear wheels through a six-speed manual gearbox. Main performance bogeys are a sub-4-second 0-60-mph time and the ability to run 0-100-0 mph in 13.5 seconds. Pricing is expected to fall in the "low-six-figure category."

The organization foresees a limited production run of around 100-200 vehicles and an intro date sometime next year. While indicating that financial backing for the project will come from three primary sources, none were identified at the time of the original announcement.

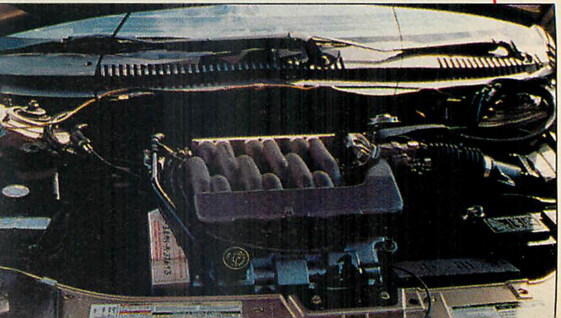
THE FUTURE FACE OF TAURUS



JIM DUNNE/POPULAR MECHANICS

Though literally just a peek under the tarp, this surveillance view of the '96 Ford Taurus indicates Ford is serious about upgrading the old girl. The round front-end lights are derivatives of concept-car themes. The contour of the sheetmetal here (with clues drawn from other sources) points to not only an all-new car, but a different one, unlike the last redo cloned from its previous model.

Insiders at Ford said the new 3.0-liter base engine will be derived from the Duratec DOHC 24-valve 2.5-liter V-6 currently deployed in the Contour compact. The 2.5-liter engine already produces 165 horsepower; if a 3.0-liter version made even 20 horsepower more in such an advanced car, the '96 Taurus will again dominate this class. Traction-controlled SHO models reportedly will be powered by a new Yamaha-designed but American-built twin-cam 3.4-liter V-8. The 250-horsepower engine may be assembled in Ford's Cleveland engine plant.



KGP AUTO EXPOSURE

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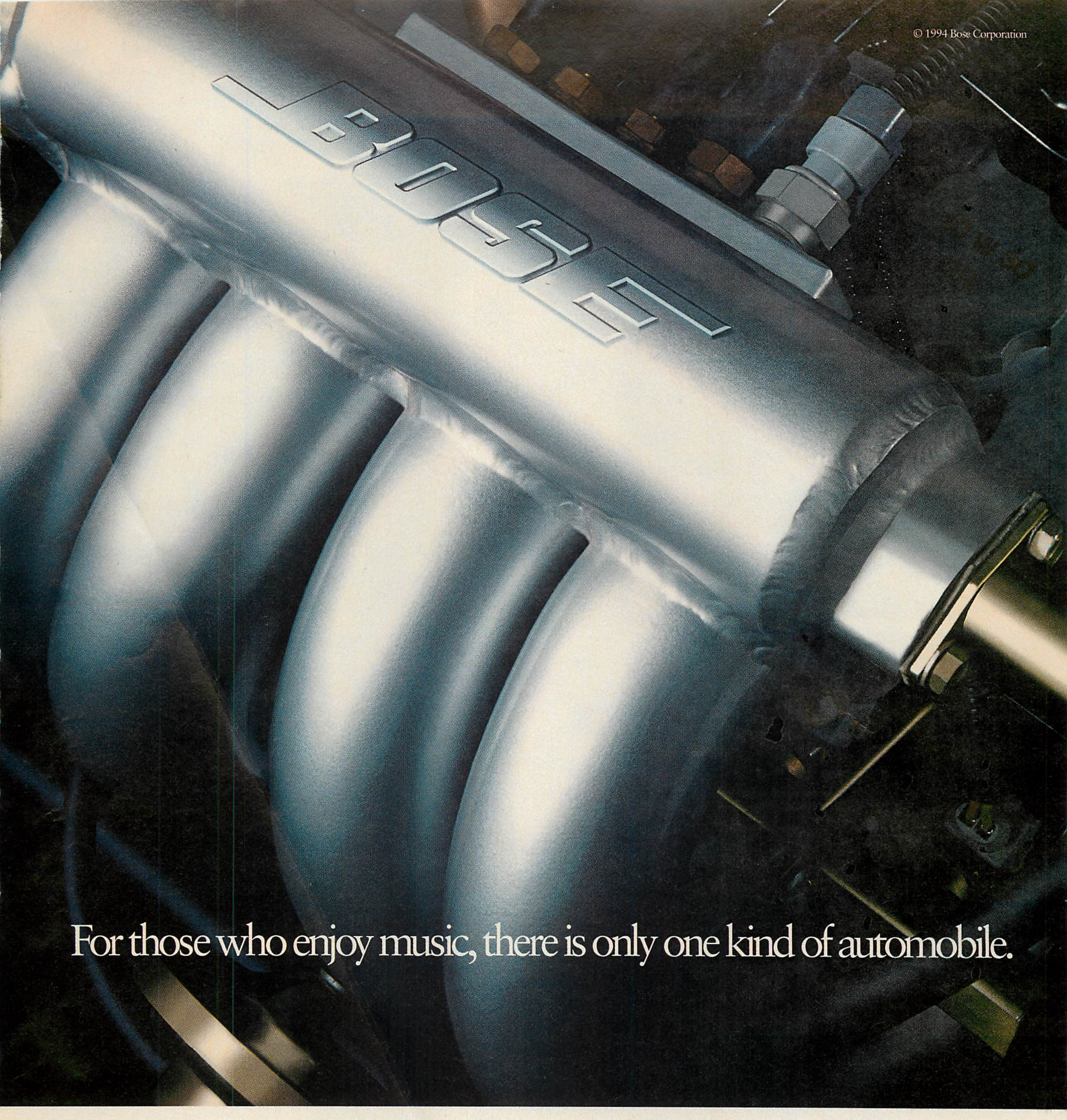
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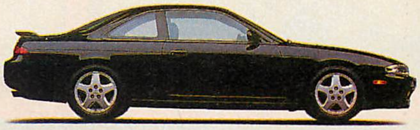

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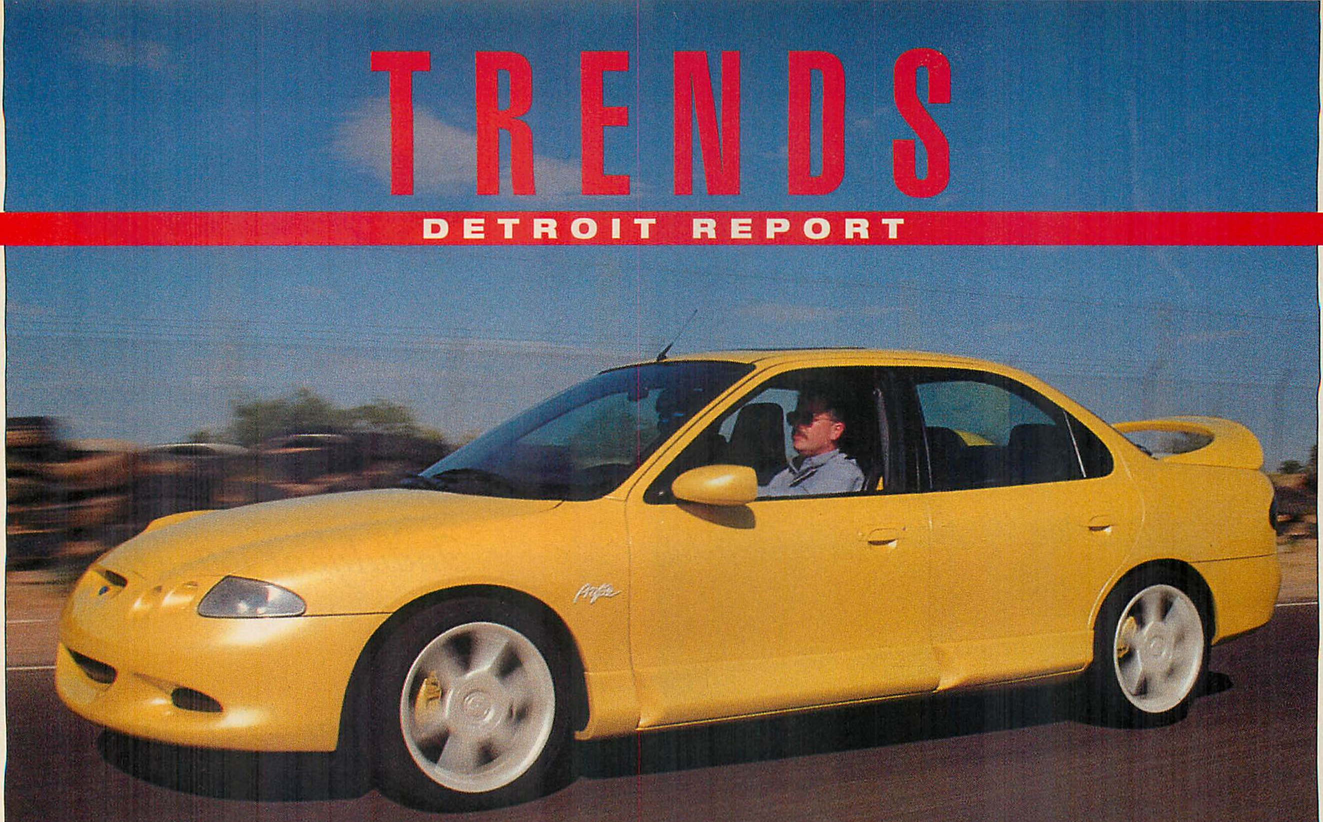


TOM WOJNOWSKI

HIGH-PROFILE POSSIBILITIES

Could this be the successor to the Ford Taurus SHO? The jury is still out, but the line being cast about by Ford execs at a recent trackside outing in Phoenix, Arizona, showed the direction in which this auto maker seems to be fishing. The drift: The company's Special Vehicle Engineering team would like to hang blue ovals in front of at least a sizeable niche market of on-the-go families who like their rides sporty as well as functional.

How to accomplish this? Take the new Ford Contour, sister of the Mercury Mystique and domestic counterpart of the European Mondeo, and begin by adding about 230 supercharged horsepower and 225 pound-feet of torque between the front fenders. Then throw in swoopy lines with a one-piece front fascia integrating all lights and cooling ducts, a one-piece rear fascia with Supra-esque spoiler and elliptical neon taillights, and finish it off with racy 235/40ZR17 tires on six-spoke alloy rims. The result is the Profile, originally developed as a show car, but one with real potential.

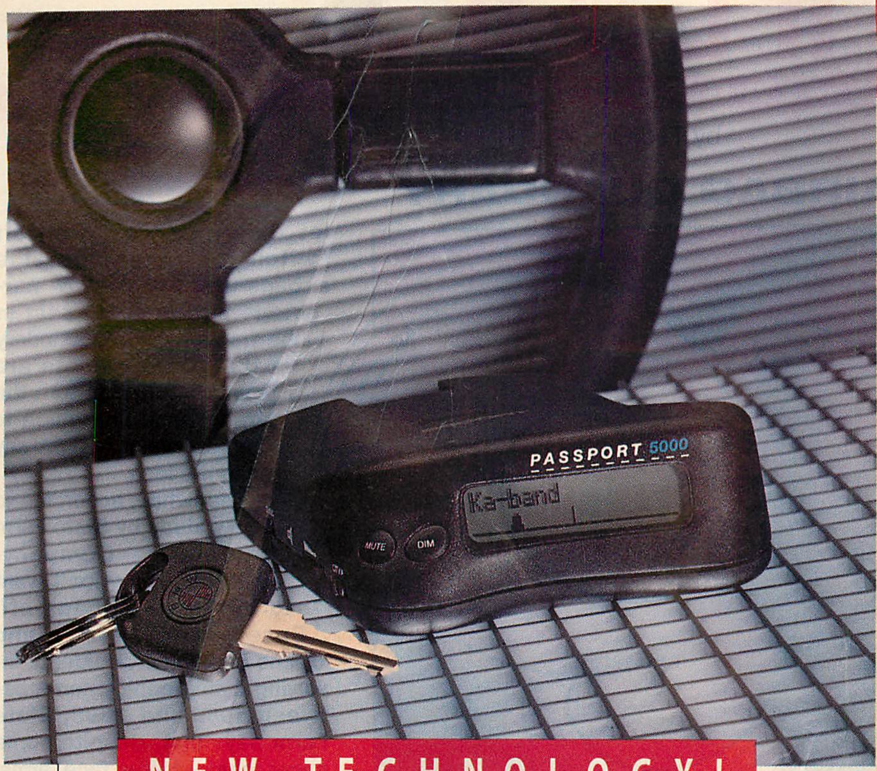
Although the SVE people requested that we keep things under the 6000-rpm mark during our test drive (test engines, like concept cars, are very expensive and tough to replace quickly), we were able to wring out two prototypes on Bob Bondurant's test facility at Firebird International Raceway and on nearby surrounding highways with sufficient vigor to confirm the Profile already is one spright package. A well-tuned suspension, excellent handling, and responsive steering allowed it to conquer corners just as adroitly as it gobbled up straightaways.

We're told the Profile's supercharged 24-valve 2.5-liter V-6 has propelled it to over 140 mph in Ford testing. And a 215-horse compressed-natural-gas bi-fuel variant has topped out beyond 130 mph. We drove both gasoline and CNG versions and found little difference in power output. However, the CNG version did require more cranking on startups and could squeeze only about 70 miles out of the steel-wrapped composite fuel cylinder in its trunk before having to switch over to gasoline.

According to SVE manager John Coletti, people polled at the Detroit and L.A. auto shows, where the cars were first publicly displayed, said they'd expect to pay about $25,000 for the Profile if it were produced. That perked up a lot of ears in the SVE camp, since it's a slot that would be a natural for this car. Will it really happen? That remains to be seen. But if it does, the supercharger could be the first thing to go since a sizeable chunk of those polled favored a naturally aspirated engine. *—Ron Cogan*

BRIEFLY NOTED

Reverse Engineering: Toyota has begun installing engines that use four-cylinder blocks supplied by GM in Camrys at its Georgetown, Kentucky, plant...**The Test Drive 100:** Chevy chose 100 households to spend two weeks test driving '95 Luminas and Monte Carlos—and gave them video cameras to record their experiences. The resulting footage may be used for advertising (or for "America's Funniest Home Videos"). The families got to keep the cameras for their trouble.



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Incoming signals are quickly analyzed and then displayed on Passport 5000's monitor, eliminating the guesswork typical of conventional LED models. And no guesswork means you can devote your full attention to driving.

At a glance, Passport 5000 provides the information needed for quick decision-making, such as the type of radar/laser used and the signal strength. It even displays when false signals are rejected. In addition to easy-to-read visual displays, Passport 5000 provides audible warning tones.

Ergonomic design and sleek curves let Passport 5000 look great in any car interior.

The Passport 5000 Traffic Advisor: Improve your ability to react with the most advanced detector ever invented. Only from the detector professionals at Escort.

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Introducing Passport 5000:
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NEW! The first detector with an LCD monitor

An innovative LCD monitor (patent pending) lets Passport 5000 display more information than any conventional LED-style detector. More information means you can drive with complete assurance.

IF LCD INDICATES:	IT MEANS:
K-band _ _ _ _ ' ▲ ▲ _ _	Dual signal pointers indicate that K-band signals are originating from two separate sources in your area.
Rejecting False Signal	Our patented DPR™ anti-falsing system automatically detects and rejects false Ka readings. You'll receive audible alerts for true Ka readings only.
Emergency Vehicle Alert	Each Passport 5000 incorporates the Emergency Vehicle Warning System, should the proposed system ever be introduced in your driving area.

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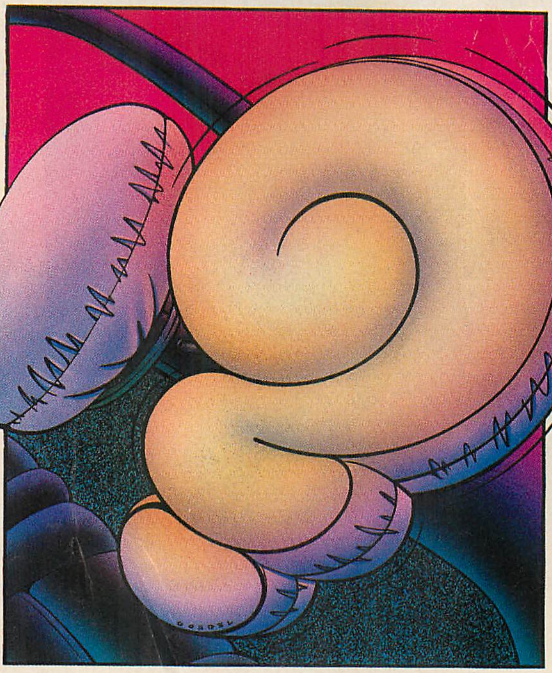
TRENDS

WASHINGTON REPORT

by Ted Orme

AIRBAG QUANDARY



JOE GOEBEL

What do you do when airbags present a safety hazard *rather* than a benefit? That's the question facing auto makers as they grapple with the problem of how to make airbags and infant seats compatible.

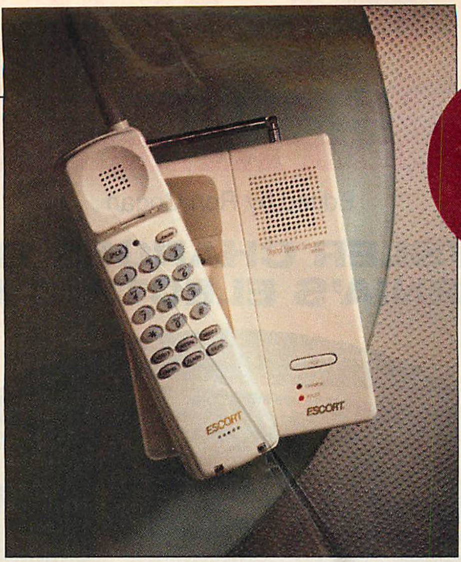
As *MT* recently reported, the National Highway Traffic Safety Administration is warning all parents against using rear-facing child safety seats in seating positions equipped with an airbag because the force of deployment could do the little tykes in. But with high demand for dual airbags and a federal mandate to equip all passenger cars with dual airbags by 1998, auto makers know that some parents will ignore the NHTSA warning and a recommendation to put infant seats in the back seat, where they're safest, and place rear-facing child safety seats in the front anyway. Of course, there's also the problem of dual-airbag-equipped sports cars with no rear seat.

As a possible remedy, the Big Three are asking NHTSA to let them provide an on/off switch for passenger-side airbags that *would* allow parents to put an infant seat in the front seat. The quandary is that some parents are bound to forget to turn the airbag back on, which is likely to make NHTSA say no to the idea.

Meanwhile, according to a new study by State Farm Insurance Company, adults definitely don't want to turn their airbags off. Based on interviews and claims from 2800 accidents involving airbag deployments between 1989 and 1993, State Farm says that, despite some minor injuries to the face, arms, or wrists, *drivers protected by* airbags are 35 percent less likely to suffer injuries in a crash than those wearing only safety belts. That doesn't mean you can ignore your safety belt, though. In cases where the airbag deployed, belted drivers were 23 percent less likely to sustain moderate or severe injuries than those not belted.

CAPITOL NOTES

Airbag Burglars: Of all the potential airbag problems engineers worked to eliminate, there's one they overlooked—thieves. Because the devices are relatively easy to remove (often just a couple screws and wires) and fetch a good price (up to $200 per unit) from scurrilous body shops, airbags are fast replacing sound systems as a favorite of auto looters. Car makers recognize the problem, but as yet haven't come up with any real solutions. If they make bags more theft-proof, they'll become more difficult and costly to replace, and they're already expensive enough at $400 to $2000. In the meantime, car companies recommend that owners needing airbag replacement or repair insist on new, original equipment, not some chop-shop special that may not even be the correct one for their car…**Drinking and Walking/Biking:** It's a well-accepted fact that drinking and driving is a no-no, but you'd better think twice before trying to walk or ride your bicycle home from the local tavern. According to NHTSA, of the 4770 pedestrians killed by motor vehicles in 1992, 2059 (36 percent) had blood-alcohol levels of at least 0.10, enough to be declared legally drunk in most states. More than half of those had blood-alcohol levels greater than 0.20. Bicyclist didn't fare any better, according to a study by John Hopkins Injury Prevention Center in Baltimore. Of 1711 bicycle fatalities between 1987 and 1991, 32 percent involved alcohol. For males age 25 to 35, nearly half had imbibed, and 14 percent under 21 were tipsy. Nonetheless, the Department of Transportation recently set a goal of doubling the percentage of all transportation trips made by bicycling or walking, from 7.9 percent to 15.8 percent while reducing the number of injuries and fatalities by 10 percent…**New CNG Vehicle Standards:** With a lot more alternative-fuel vehicles expected in the years ahead, NHTSA has established a new safety standard on fuel-system integrity of compressed-natural-gas (CNG) vehicles to avoid fires resulting from fuel leakage in crashes. Effective Sept. 1, 1995, the standard will limit the pressure drop in the fuel system in 30-mph frontal and rear crashes and 20-mph side-impact crashes. Federal legislation, such as the Alternative Motor Fuel Act of 1988, the Clean Air Act Amendments of 1990, and the Energy Policy Act of 1992, call for more CNG-powered vehicles. However, following fuel-tank corrosion and rupture problems in some '92-93 full-size CNG pickups, GM recently canceled its '94 natural-gas program until it can remedy the problems…**Changing Tire Grades:** Expressing skepticism about improvements in manufacturer-reported treadwear grades, NHTSA is taking another look at its tire-grading standards. Currently, the policy requires tire makers to test for treadwear, traction, and temperature resistance in a laboratory and on a 400-mile road coarse under controlled conditions. But the agency said it may need to alter the self-testing process for treadwear and traction grades to make them "more accurate and meaningful," and possibly add a new rolling-resistance grade or substitute it for the current temperature-resistance grade.



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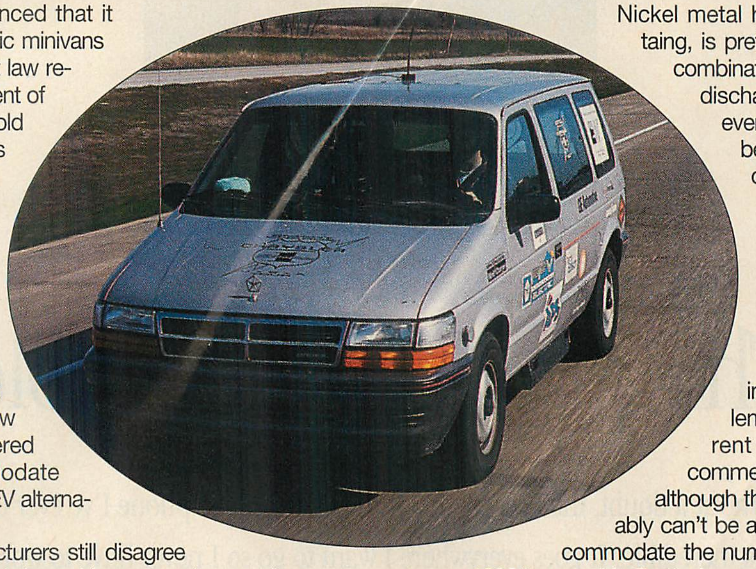
TRENDS

ENVIROMOTIVE REPORT

Edited by Ron Cogan

CHRYSLER CHARGES DOWN CALIFORNIA'S ELECTRIC AVENUE



Chrysler recently announced that it will use its TEvan electric minivans to step up to California's strict law requiring that by 1998 two percent of a manufacturer's entire fleet sold in the state be zero-emissions vehicles (ZEV). These minivans will be based on the all-new '96 models, scheduled for unveiling at the North American International Auto Show in January. Unlike the existing experimental TEvan shown here, which had to be specifically modified to accept electric power, the firm's all-new people movers were engineered from the outset to accommodate conventional as well as this ZEV alternative propulsion system.

Chrysler and other manufacturers still disagree with California's urgency, which is pushing car makers and their joint-venture research arm, the United States Advanced Battery Consortium (USABC), into employing batteries and power packs untried in large-volume use. But the corporation admitted it was on the verge of deciding on a battery technology (by all early indicators, one based on nickel metal hydride). Getting battery suppliers up and running in time for production of electric TEvans requires about 18 months of lead time, which according to Chrysler Chief Engineer François Castaing, gives the company about six or seven more months to pick a battery system.

Nickel metal hydride, according to Castaing, is preferred for providing the best combination of fast recharge and long discharge. Long discharge, however, is a relative thing. Castaing believes that a nickel metal hydride power pack, rated at 125 miles of range, will provide a Los Angeles owner about "50 actual miles of driving like a normal car," including the use of air conditioning, radio, etc.

Chrysler believes recharging is going to be a real problem, however. There's no current infrastructure for home or commercial recharging stations, and although that can be remedied, it probably can't be addressed fast enough to accommodate the numbers of electric vehicles the 1998 law would effectively mandate.

Given Chrysler's current California sales rate, it will be required to sell about 1500 TEvans—at whatever price necessary to move them, development costs notwithstanding. Chrysler said a TEvan might run as much as $20,000 more than one of its conventionally powered vans, putting it in the $35,000-$45,000 range. But Castaing was quick to add that the firm probably would add an "electric-vehicle surcharge" to the window sticker of new, conventionally powered Chrysler products sold in California to help pay for the massively expensive electric-vehicle program. *—Daniel Charles Ross*

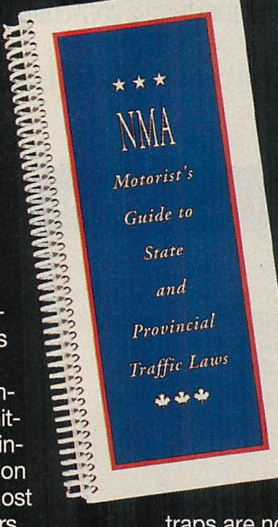
BOOK REVIEW

NMA MOTORIST'S GUIDE TO STATE AND PROVINCIAL TRAFFIC LAWS, prepared by the National Motorist's Association. 1994, NMA, 608/849-6000. Softcover; 8¾x4 inches; 156 pages; 13 illustrations. $9.95 plus $2 shipping and handling.

Ordinarily, the books we present to you each month fall into one of several categories. They're either informative, entertaining, amusing, or sometimes simply weird. Rarely do we review an offering that's as plainly practical and valuable as this month's book.

This little spiral-bound volume is a comprehensive guide to traffic and associated laws in the United States, Mexico, and Canada, with additional information about border crossings and driving on U.S. military bases. Without doubt, this is the most useful book that's passed across our desk in years.

A good deal of thought obviously went into this volume's creation. It's compact enough to fit in a glovebox—even a Geo Metro's. The spiral binding makes it easy to use and guarantees a long life. The information inside is not only invaluable, it's presented in a consistent format from state to state, making it easy to use in a hurry, as when driving into Georgia on a rainy night with an open bottle of Jack Daniels in your lap and a Browning 9-millimeter automatic in the back seat.



Not sure how to proceed? Well, just open your guidebook, and in several seconds, you'll learn that Georgia considers open liquor containers legal, allows a blood alcohol level of 0.10 percent, and permits unloaded, uncased firearms in the vehicle. Unload that pistol, and you're as legal as marriage!

Other vital information provided on a state-by-state basis (and for Canadian provinces, too) covers speed limits and type of speed enforcement, such as pacing, radar, VASCAR, photo radar, laser, Ka band, and aircraft patrols. Many local speed traps are noted in detail.

Recommended with a capital R, the *NMA Motorist's Guide* is almost as vital as your owner's manual.*—Gregory Von Dare* **MT**

SURGEON GENERAL'S WARNING: Smoking Causes Lung Cancer, Heart Disease, Emphysema, And May Complicate Pregnancy.

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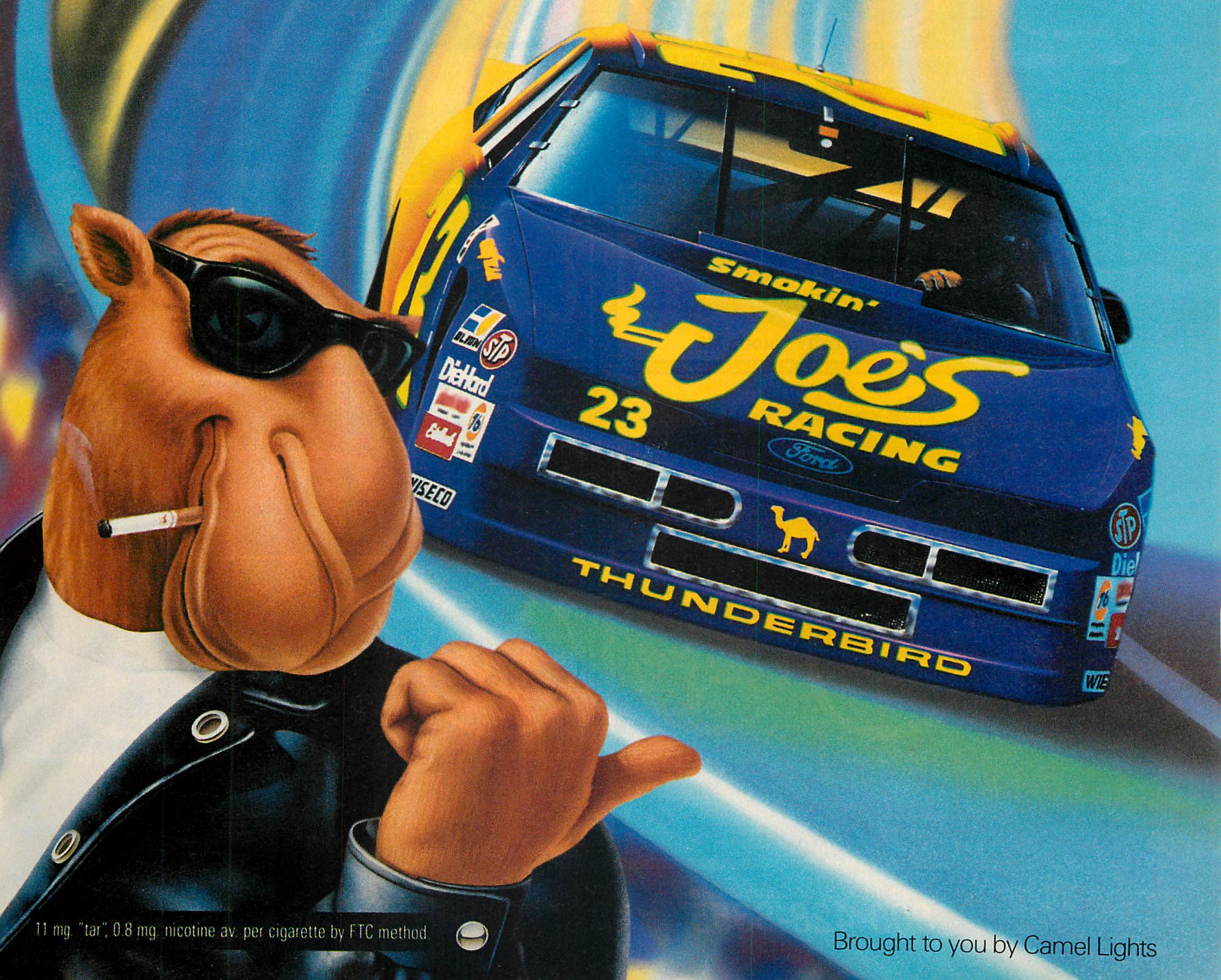
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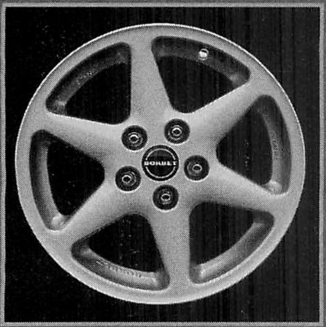
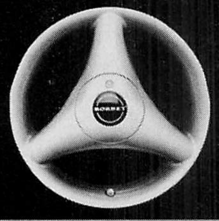
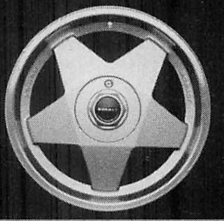


BORBET TYPE C
Size: 13, 14, 15, 16, 17"
Fits: Acura, Audi, BMW, Chrysler/Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Saab, Saturn, Sterling, Toyota, Volkswagen.
Finish: Silver with clearcoat.
Package Example: (4) 15x7 wheels with (4) 195/50ZR-15 Dunlop SP4000 $1,092

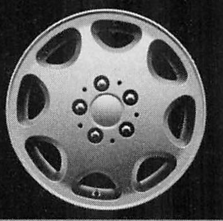
BMW 325is with 17" Borbet Type C.



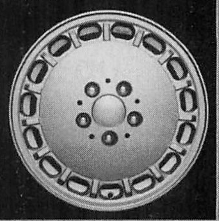
BORBET TYPE O
Size: 16"
Fits: Acura, Audi, BMW, Chrysler/Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Saab , Saturn, Sterling, Toyota, Volkswagen, Volvo.
Finish: Silver with clearcoat.
Package Example: (4) 16x7 wheels with (4) 205/55ZR-16 Bridgestone RE71 $1,364



BORBET TYPE A
Size: 14, 15, 16, 17, 18"
Fits: Acura, Alfa, Audi, BMW, Chevrolet, Chrysler/Dodge, Eagle, Ford, Honda, Infiniti, Jaguar, Lexus, Mazda, Mercedes, Mercury, Mitsubishi, Nissan, Porsche, Saab, Saturn, Sterling, Toyota, Volkswagen.
Finish: Silver center with polished lip and clearcoat.
Package Example: (4) 16x7.5 wheels with (4) 225/55ZR-16 Pirelli P600 $1,228



BORBET REPLICA II
Size: 15, 16, 17"
Fits: Mercedes, Lexus, Toyota Camry.
Finish: Silver with clearcoat.
Package Example: (4) 16x8 wheels with (4) 215/55VR-16 Pirelli P4000ST $964



BORBET REPLICA
Size: 15, 16, 17"
Fits: Mercedes, Lexus, Toyota Camry.
Finish: Silver with clearcoat.
Package Example: (4) 16x8 wheels with (4) 215/55VR-16 Pirelli P4000ST $964

Wheels also available from:

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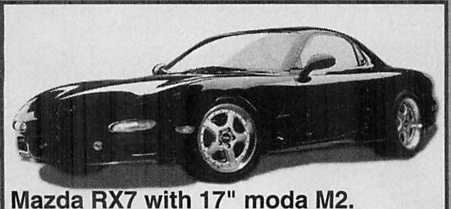
moda™ by BBS



Mazda RX7 with 17" moda M2.

BMW 5 series with 17" moda M1.

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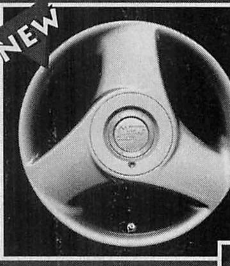
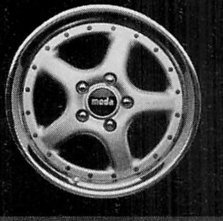


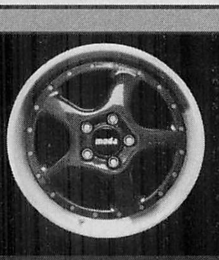
NEW

MSW TYPE 33
Size: 15, 16"
Fits: Acura, Audi, BMW, Chrysler/Dodge, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Plymouth, Saturn, Saab, Toyota, Volkswagen.
Finish: Silver with clearcoat.
Package Example: (4) 15x7 wheels with(4) 195/50ZR-15 Dunlop SP4000 $1,036

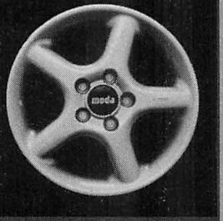
ord Mustang with 17" MSW Type 55.



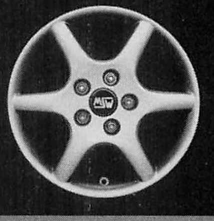
MODA M2
Size: 17"
Fits: Audi, BMW, Chrysler, Eagle, Ford Probe, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Porsche, Toyota Supra '93.
Finish: Silver center with polished lip and clearcoat.
Package Example: (4) [illegible] wheels with (4) 235/40ZR-17 Pirelli [illegible] $2,408



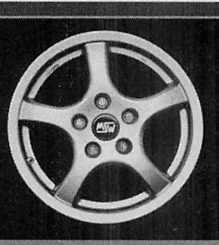
MODA M2 "Carbon Fiber"
Size: 17"
Fits: Audi, BMW, Chrysler, Eagle, Ford Probe, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Porsche, Toyota Supra '93.
Finish: "Carbon Fiber Optic" center with polished lip and clearcoat.
Package Example: (4) [illegible] wheels with (4) 235/40ZR-17 Pirelli [illegible] $2,408



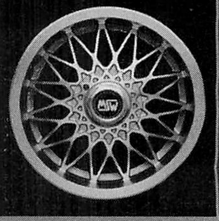
MODA M1
Size: 15, 16, 17"
Fits: Acura, Audi, BMW, Camaro/Firebird '93, Chrysler/Dodge, Eagle, Ford Probe, Honda, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Saturn, Toyota, Volkswagen.
Finish: Silver with clearcoat.
Package Example: (4) 16x7.5 wheels with (4) 225/50ZR-16 Dunlop [illegible] $1,394



MSW TYPE 55
Size: 13,14, 15, 16, 17"
Fits: Acura, Audi, Buick, BMW, Cadillac, Chevrolet, Chrysler/Dodge, Eagle, Ford, Honda, Hyundai, Infiniti, Isuzu, Lexus, Mazda, Mercedes, Mercury, Mitsubishi, Plymouth, Saturn, Sterling, Toyota, Volkswagen.
Finish: Silver with clearcoat.
Package Example: (4) 15x7 wheels with (4) 205/60VR-15 Pirelli P4000ST $972



MSW TYPE 44
Size: 13, 14, 15, 16"
Fits: Acura, Audi, BMW, Chrysler/Dodge, Eagle, Ford, Honda, Mazda, Mitsubishi, Saturn, Toyota, Volkswagen.
Finish: Silver with clearcoat.
Package Example: (4) 14x6 wheels with (4) 185/60HR-14 Dunlop D60A2 $704



MSW TYPE 21
Size: 14, 15, 16"
Fits: Acura, BMW, Eagle, Ford, Honda, Infiniti, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Saturn, Toyota, VW.
Finish: Polished face and lip with silver or gold accents and clearcoat.
Package Example: (4) 14x6 wheels with (4) 185/70HR-14 Dunlop D60A2 $724

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moda M1

Size: 15,16,17"
Fits: Jeep Cherokee, Jeep GrandCherokee
Finish: Silver with clearcoat.
Sample Example: (4) 16x7.5 wheels with (4) 235/60HR-16 Michelin MXV4
Price: $1,452

BORBET LEICHTMETALLRÄDER Type A

Size: 16"
Fits: Ford Explorer, Ford Ranger, Mazda Navajo, Jeep Cherokee, Jeep Grand Cherokee.
Finish: Silver center with polished lip and clearcoat.
Sample Example: (4) 16x7.5 wheels with (4) 245/70SR-16 Yokohama Y816
Price: $1,136

BORBET LEICHTMETALLRÄDER CW1

Size: 15,16"
Fits: Honda Passport, Isuzu Amigo, Isuzu Pickup, Isuzu Rodeo, Isuzu Trooper, Mazda Pickup (6 lug), Mitsubishi Montero & Pickup, Nissan Pathfinder, Range Rover, Toyota 4-Runner, Toyota 4wd Pickup.
Finish: Silver with clearcoat.
Sample Example: (4) 15x8 wheels with (4) 30x9.50-15 BFGoodrich All-Terrain
Price: $1,092

BORBET LEICHTMETALLRÄDER CW2

Size: 17"
Fits: Honda Passport, Isuzu Amigo, Isuzu Cherokee, Jeep Grand Cherokee, Mitsubishi Montero, Nissan Pathfinder, Toyota 4-Runner& Toyota Land Crusier.
Finish: Polished face and lip with silver accents and clearcoat.
Sample Example: (4) 17x8.5 wheels with (4) 255/50TR-17 General XP2000x4
Price: $1,336

LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES

BRIDGESTONE

Dueler H/T

P195/75	SR-14*	$60
P205/75	SR-14*	63
P195/75	SR-15*	64
P205/75	SR-15*	66
P215/75	SR-15*	68
P225/75	SR-15*	71
P235/75	SR-15*	74
LT30x9.5	SR-15(4)*	84
LT31x10.5	SR-15(4)*	93
LT31x11.5	SR-15(6)*	100
LT33x12.5	SR-15(6)*	107
LT215/75	SR-15(6)*	76
LT235/75	SR-15(6)*	82
LT225/75	SR-16(6)*	96
LT265/75	SR-16(6)*	105
LT215/85	SR-16(8)	101
LT235/85	SR-16(8)	109

Dueler A/T

27x8.5	R-14(6)*	$79
30x9.5	R-15(6)*	94
31x10.5	R-15(6)*	104
32x11.5	R-15(6)*	112
33x12.5	R-15(6)*	120
LT215/75	R-15(6)*	85
LT235/75	R-15(6)*	92
LT265/75	R-16(6)*	117
31x10.5	R-16.5(8)*	111
33x12.5	R-16.5(8)*	126

D682 Desert Dueler

31x10.5	R-15(4)	$101

D684

P245/70	R-16	$95

Dueler M/T

30x9.5	R15(6)*	$101
31x10.5	R-15(6)*	112
32x11.5	R-15(6)*	120
33x12.5	R-15(6)*	130
LT215/75	R-15(6)*	92
LT235/75	R-15(6)*	100
LT225/75	R-16(6)*	107
LT235/85	R-16(10)†	127
LT245/75	R-16(10)†	128
LT265/75	R-16(6)*	127
LT285/75	R-16(6)*	131

604V Desert Dueler

P205/75	R-15	$75
P205/75	R-15*	83
P215/75	R-15	80
P235/75	R-15†	87
P235/75	R-15*	94
31x10x5	R-15(6)	108
31x10.5	R-15(6)*	119

603V

LT175/	R-14(6)	$58
LT185/	R-14(6)	60
LT185/	R-14(8)	65
LT195/75	R-14(8)	65

610V Desert Dueler

P215/75	R-15*	$87
P215/75	R-15†	80
P225/75	R-15	63
P225/75	R-15†	82
P225/75	R-15*	91
P235/75	R-15†	87
P235/75	R-15*	94

VSX LT

235/85	R-16	$135

613V

LT185/	R-14	$64

D661

LT235/75R-15(6)	$85
LT195/65R-16	127
LT215/85R-16(8)	115
LT215/85R-16(10)	121
LT225/75R-16(6)	110
LT225/75R-16(8)	115
LT235/85R-16(8)	125
LT235/85R-16(10)	131
LT245/75R-16(10)	131
8.75R-16.5(8)	129
8.75R-16.5(10)	131
9.5 R-16.5(8)	133
9.5 R-16.5(10)	137
LT205/60R-17.5(12)	139

R265

LT185/70	R-15.5	$115
LT215/85	R-16(8)	109
LT215/85	R-16(10)	114
LT225/75	R-16(8)	108
LT235/85	R-16(8)	118
LT235/85	R-16(10)	124
LT245/75	R-16(10)	122
205/60	R-17.5	132
8	R-17.5	133

DUNLOP OUTPERFORMS.

Sport Rover GTX

215/70	HR-14	$73
225/60	HR-14	77
235/60	HR-14	79
215/70	HR-15	75
235/60	HR-15	83
235/70	HR-15	83
255/60	HR-15	90
255/70	HR-15	93
275/60	HR-15	94
30x9.5	HR-15	98
31x10.5	HR-15	102

Radial Rover *P-Metric*

P205/75	15	$67
P215/75	15	70
P225/75	15*	71
P235/75	15XL	81
P235/75	15	73
P265/75	15XL*	88

SP Radial LT5

185/	14C	$70
185/	14D	78

Radial Rover RV

LT235/75	R-15C*	$87
27x8.5	R-14C*	73
30x9.5	R-15C*	89
31x10.5	R-15C*	92
32x11.5	R-15C*	105
33x12.50	R-15C*	113
35x12.50	R-15C*	127
33x12.5	R-16.5D*	128
LT225/75	R-16C*	92
LT235/85	R-16E*	102
LT245/75	R-16C*	97
LT255/85	R-16D*	119
LT265/75	R-16C*	101

Radial Rover AT

LT215/85	R16D	$89
LT215/85	R16E	93
LT225/75	R16D	91
LT225/75	R16E	97
LT235/85	R-16E	95
LT245/75	R-16E	107
7.50	R-16D	98
8.75	R-16.5	94
8.75	R16.5E	101
9.5	R-16.5D	107

Radial Mud Rover

LT235/75	R-15C*	$93
30x9.5	R-15C*	95
31x10.5	R-15C*	103
32x11.5	R-15C*	112
33x12.5	R-15C*	121
35x12.5	R-15C*	130
LT225/75	R-16C*	100
LT235/85	R-16E*	110
LT245/75	R-16E*	111
LT255/85	R-16D*	122
LT265/75	R-16D*	114
33x12.5	R-16.5D*	135

Gran Tek T.G. 25N

31X10.5	R-15	$105

Gran Tek T.G. 27

P235/75	R-15XL	$67

SPLT5

185/	R-14C	$70
185/	R-14D	78
215/85	R-16E	116

SPQ T.G. 20

P215/75-15†	$66
P225/75-15	54
P225/75-15†	65
P235/75-15	76
P235/75-15†	74

SP RV Major TG3

31x10.5	R-15	$110

LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES LIGHT TRUCK TIRES

BFGoodrich

Radial Mud Terrain

LT30x9.5	R-15*	$107
LT33x9.5	R-15*	124
LT31x10.5	R-15*	109
LT32x11.5	R-15*	125
LT33x12.5	R-15*	128
LT35x12.5	R-15*	136
LT215/75	R-15*	90
LT235/75	R-15*	104
LT225/75	R-16*	120
LT235/85	R-16*	129
LT245/75	R-16*	130
LT265/75	R-16	148
LT265/75	R-16*	136
LT255/85	R-16*	129
LT285/75	R-16*	141
LT31x10.5	R-16.5*	124
LT33x12.5	R-16.5*	139
LT35x12.5	R-16.5*	156

Radial All-Terrain

LT27x8.5	R-14*	$86
LT30x9.5	R-15*	90
LT31x10.5	R-15*	105
LT32x11.5	R-15*	112
LT33x9.5	R-15*	105
LT33x12.5	R-15*	120
LT35x12.5	R-15*	135
LT215/75	R-15*	89
LT235/75	R-15*	99
LT225/75	R-16*	116
LT245/75	R-16*	119
LT265/75	R-16*	128
LT285/75	R-16*	147
LT235/85	R-16*	119
LT31x10.5	R-16.5*	111
LT33x12.5	R-16.5*	128
LT35x12.5	R-16.5*	132

Trail Terrain

205/75	R-14*	$61
205/75	R-15*	63
215/75	R-15*	67
225/70	R-15*	75
225/75	R-15*	71
235/75	R-15XL*	82
30x9.5	R-15*	87
31x10.5	R-15*	95
33x12.5	R-15*	109
225/75	R-16*	99
245/70	R-16*	110
245/75	R-16*	114
31x10.5	R-16.5*	100

Firestone

ATX

P235/75R-15*	$65
P265/75R-15	72

FTX

205/65VR-15	$67

FTX-02

195/60TR-15	$53

Steel Tex A/T

235/85 R-16	$99

GENERAL TIRE

XP2000X4

255/50TR-17	$105
LT285/60HR-17	105

PIRELLI

Scorpion

345/70VR-16	$1,250

MICHELIN

XC AT

235/75 R-15C*	Call
225/75 R-16E	Call
30x9.5 R-15C*	Call
31x10.5R-15C*	Call

XC4S

185/	R-14C	Call
185/	R-15C	Call

XPS

215/85	R-16(8)	Call
215/85	R-16(10)	Call
225/75	R-16(10)	Call
235/85	R-16(10)	Call
245/75	R-16(10)	Call
7.50	R-16(8)	Call
8.75	R-16.5(8)	Call
8.75	R-16.5(10)	Call
9.5	R-16.5(8)	Call
9.5	R-16.5(10)	Call

XCH4

215/75 R-15	Call
225/75 R-15	Call
235/75 R-15	Call
31x10.5R-15	Call
225/75 R-15	Call

LTX AT

215/75 R-15	Call
215/75 R-15(6)	Call
235/75 R-15	Call
235/75 R-15(6)	Call
265/75 R-15(10)	Call
30x9.5 R-15(6)	Call
31x10.5R-15(6)	Call
32x11.5R-15(6)	Call
33x12.5R-15(6)	Call
215/85 R-16(8)	Call

LTX M&S (LT)

LT195/75	R-14C*	Call
LT195/75	R-14C†	Call
LT215/75	R-15C*	Call
LT235/75	R-15C*	Call
30x9.5	R-15C*	Call
31x10.5	R-15C*	Call
31x11.5	R-15C*	Call
32x11.5	R-15C*	Call
33x12.5	R-15C*	Call
LT215/85	R-16D†	Call
LT225/75	R-16D*	Call
LT225/75	R-16D†	Call
LT225/75	R-16E†	Call
LT235/85	R-16D†	Call
LT235/85	R-16E†	Call
LT235/85	R-16E*	Call
LT245/70	SR-16†	Call
LT245/75	R-16E*	Call
LT265/75	R-16C*	Call

XPS Trac

215/85	R-16(8)	Call
215/85	R-16(10)	Call
225/75	R-16(10)	Call
235/85	R-16(10)	Call
245/75	R-16(10)	Call
7.5	R-16(8)	Call
8.75	R-16.5(8)	Call
8.75	R-16.5(10)	Call
9.5	R-16.5(8)	Call
9.5	R-16.5(10)	Call

XCA

205/75	R-14(8)	Call
700	R-15D	Call
800	R-16.5(10)	Call
7.5	R-17.5(8)	Call
8	R-17.5(8)	Call

XC4

235/75	R-15(6)	Call
235/85	R-16(10)	Call

XMS244 Range Rover

205	R-16	Call

GOODYEAR

Wrangler Radial GS-A

P215/70	R-14*	$76
P215/75	R-15*	83
P235/75	R-15*	90
P245/70	R-15*	91
31x10.5	R-15C*	108
33x12.5	R-15C*	129
LT235/85	R-16†	125
LT245/75	R-16E*	121
LT265/75	R-16D*	123

Wrangler Radial RT/S

P205/75	R-15*	$82
P205/75	R-15†	82
P265/75	R-15*	90
P245/75	R-16*	117

G64

195/70	R-15	$105

Wrangler Radial

P205/75	R-14*	$67
P195/75	R-15*	79
P205/75	R-15*	67
P205/75	R-15†	78
P215/75	R-15*	75
P215/75	R-15†	80
P225/75	R-15*	77
P225/75	R-15†	81
P235/75	R-15*	76

Wrangler AP

P225/75	R-16	$102
P225/75	R-16X	109
P245/70	R-16*	96
P245/70	R-16	97
P245/75	R-16	96

Wrangler Radial HT

185	R-14C†	$100
P205/75	R-15*	81
P215/75	R-15*	75
P215/75	R-15†	79
P225/75	R-15*	76
P225/75	R-15†	81
P235/75	R-15*	87
P235/75	R-15†	68
P235/75	R-15*XL	92
30x9.50	R-15C*	98
31x10.5	R-15C*	102
31x11.5	R-15C*	120
33x12.5	R-15*	122
LT215/85	R-16D†	108
LT225/75	R-16D†	112
LT235/85	R-16E†Ford	119
LT235/85	R-16E†	118
LT245/75	R-16E†	117
LT245/75	R-16E†Ford	109
7.50	R-16D†	117
33X12.5	R-16.5	134

Wrangler Radial MT

31x10.5 R-15C*	$107
31x10.5 R-15†	102
31x11.5 R-15C*	119
31x11.5 R-15†	116
33x12.5 R-15C*	120
35x12.5 R-15C*	130
LT235/75R-15C†	94
LT215/85R-16C	110
LT225/75R-16C	112
LT245/75R-16E	119
LT235/85R-16E	118
33x12.5 R-16.5D	119
37x12.5 R-16.5D	323

Wrangler Radial AT

LT195/75	R-14†	$83
27x8.5	R-14*	83
29x9.5	R-15*	92
30x9.5	R-15*	97
31x10	R-15*	108
31x10.5	R-15†	100
31x10.5	R-15C*ISUZU	107
31x11.5	R-15*	117
33x12.5	R-15	121
35x12.5	R-15	131
LT215/75	R-15†	90
LT215/75	R-15*	82
LT235/75	R-15C†	94
LT235/75	R-15D†	100
P235/75	R-15XL*	89
P235/75	R-15†	85
P235/75	R-15*	85
LT235/75	R-15C*	85
7.5	R-16D†	117
LT215/85	R-16*	113
LT215/85	R-16D*DODGE	105
LT215/85	R-16D†	105
LT215/85	R-16E†	115
LT225/75	R-16	107
LT225/75	R-16D†	109
LT225/75	R-16C†	106
LT235/85	R-16E†FORD	120
LT245/75	R-16C†	108
LT245/75	R-16*DODGE	111
LT245/75	R-16E†DODGE	120
LT245/75	R-16E*	123
LT255/85	R-16D*	131
LT265/75	R-16C*DODGE	113
8.75	R-16.5D†	109
8.75	R-16.5E†	119
9.5	R-16.5E†	131
9.5	R-16.5D†	118
31x10.5	R-16.5	131
33x12.5	R-16.5	141

Wrangler TD

LT265/75R-16*	$103
LT265/75R-16	101

YOKOHAMA

Y811 Super Digger IV

LT215/75R-15*	$81
LT235/75R-15*	89
LT215/85R-16(8)†	94
LT215/85R-16(10)	98
LT235/85R-16(8)	100
LT235/85R-16(10)	104
750 R-16	100

Y812 Mud Digger

LT30x9.5 R-15*	$96
LT31x10.5R-15*	107
LT31x11.5R-15*	115
LT33x12.5R-15*	123
LT35x12.5R-15	133

Y785R

750	R-16.	$135
8	R-17.5	109

Y356

185	R-14	$47
195/75	R-15	58

Y788R

LT215/85	R-16(8)†	$92
LT215/85	R-16(10)	96
LT235/85	R-16(8)*	97
LT235/85	R-16(10)	103
800	R-16.5(8)	90
875	R-16.5(8)	94
950	R-16.5(8)	105

SD05 Super Digger V-2

LT195/75	R-14*	$75
LT30x9. 5	R-15*	84
LT31x10.5	R-15†	93
LT31x10.5	R-15*	93
LT31x11.5	R-15*	99
LT33x12.5	R-15*	106
LT35x12.5	R-15(6)*	115
LT215/75	R-15*	75
LT225/75	R-15(6)*	88
LT235/75	R-15(6)*	81
LT235/75	R-15(8)*	86
LT215/85	R-16(8)*	84
LT225/75	R-16(8)*	95
LT235/85	R-16(8)*	90
LT235/85	R-16(10)	99
LT245/75	R-16(6)*	98
LT265/75	R-16(6)*	103
LT265/75	R-16(8)*	106

Y742S

700	R-15	$105

Y745

800	R-16.5	$92
875	R-16.5	102
950	R-16.5	113

Super Digger III

33x10.5	R-15*	$90
35x11.5	R-15†	96
35x11.5	R-16†	105

RY 103

185/70	R-15.5	$103
205/60	R-17.5	117
215/70	R-17.5	124
215/75	R-17.5	

Y745

800	R-16.5	$92
875	R-16.5	102
950	R-16.5	113

Y826 Super Digger

LT27x8.5	R-14(6)*	$74
LT30x9.5	R-15*	89
LT31x10.5	R-15*	99
LT31x11.5	R-15*	106
LT33x12.5	R-15*	114
33x12.5	R-15(8)*	118
33x12.5	R-16.5(6)*	124

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Potenza RE71 Ultra High Performance

205/60VR-13	$102
185/60HR-14	71
195/55VR-14	105
195/60HR-14	75
195/60HR-14^{MR2}	75
195/60VR-14	112
195/60VR-14^{MR2}	112
205/60HR-14	79
205/60VR-14	118
205/60VR-14^{MR2}	115
195/50ZR-15	114
195/60HR-15	76
195/60VR-15	114
195/65ZR-15	123
205/50VR-15	135
205/50ZR-15	135
205/55VR-15	141
205/60HR-15	79
205/60VR-15^{RX7}	119
215/60HR-15	86
215/60VR-15	127
225/50ZR-15	149
225/60HR-15	91
225/60VR-15	131
245/50ZR-15	173
205/55VR-16	160
205/55ZR-16NO	159
205/55ZR-16^{N1}	159
225/50VR-16	164
225/50ZR-16	167
225/50ZR-16^{N1}	167
245/45ZR-16NO	180
245/45ZR-16^{N1}	180
245/50ZR-16	176
255/50ZR-16	187
255/50ZR-16^{TR}	187
215/50ZR-17	172
235/45ZR-17	179
245/40ZR-17	186
255/40ZR-17	192
255/45ZR-17	189
275/40ZR-17	240
315/35ZR-17	291
335/35ZR-17	303

Potenza RE940 High Performance

215/65VR-15	$104
225/60VR-15	119
205/55VR-16	142
225/50VR-16	155
225/55ZR-16	161
225/60VR-16	126
245/50VR-16	167
255/50VR-16	173

Expedia

205/55VR-15	$171
225/50VR-16	204
225/50ZR-16	204
205/50ZR-17	228
215/50ZR-17	239
225/45ZR-17	242
255/40ZR-17	269
255/45ZR-17	261
225/40ZR-18	281
265/35ZR-18	329
295/35ZR-18	347

Potenza RE92 All-Season

165/65 R-13	$43
175/70 R-13	50
185/70 R-13	56
175/60 R-14	61
175/65HR-14	67
175/70HR-14	52
185/60HR-14	66
185/60VR-14	86
185/70HR-14	60
195/60HR-14	69
195/65HR-14	71
195/70 R-14	62
205/70HR-14	66
185/65 R-15	69
195/60HR-15	70
195/65 R-15	72
205/55VR-15	120
205/60HR-15	73
205/60VR-15	102
205/65HR-15	76
215/60HR-15	79
215/65 R-15	80
225/60 R-15	85
215/55VR-16	144

Potenza RE900

175/70TR-13	$47
185/70TR-13	48
185/60TR-14	56
185/70TR-14	51
195/60TR-14	58
195/70TR-14	54
205/70TR-14	57
215/60TR-14	60
195/50TR-15	60
195/60TR-15	59
195/65TR-15	58
205/60TR-15	60
205/65RE-15	61
215/60TR-15	62
215/65TR-15	64
225/60TR-15	64
205/55TR-16	66
215/60TR-16	64
225/60TR-16	67
245/50TR-16	77

Potenza HP41

175/70HR-13	$50
185/70HR-13	55
205/60HR-13*	66
185/60HR-14	65
185/70HR-14	59
195/60HR-14	68
195/60HR-14*	72
195/70HR-14	62
195/70HR-14*	62
205/70HR-14	66
205/70HR-14*	69
215/60HR-14*	78
215/70HR-14*	72
225/60HR-14*	81
235/60HR-14*	87
185/65HR-15	68
195/60HR-15	69
195/65HR-15	71
205/60HR-15	73
215/60HR-15	78
215/65HR-15	79
215/65HR-15*	83
225/60HR-15*	86
225/70HR-15*	78
235/60HR-15*	87
235/70HR-15*	82
255/60HR-15*	92

Turanza All-Season TouringTIre

175/70SR-13	Call
185/70SR-13	Call
185/60HR-14	Call
185/70SR-14	Call
185/70HR-14	Call
185/75SR-14**	Call
195/60HR-14	Call
195/65HR-14	Call
195/65VR-14	Call
195/70HR-14	Call
195/70SR-14	Call
195/75SR-14**	Call
205/70SR-14	Call
205/70HR-14	Call
205/75SR-14**	Call
215/60SR-14	Call
215/70SR-14	Call
215/70HR-14	Call
185/65HR-15	Call
195/60HR-15	Call
195/65HR-15	Call
195/65VR-15	Call
205/60SR-15	Call
205/60HR-15	Call
205/60VR-15	Call
205/65SR-15	Call
205/65HR-15	Call
205/65VR-15	Call
205/70SR-15	Call
205/70SR-15**	Call
205/75SR-15	Call
215/60SR-15	Call
215/60HR-15	Call
215/65SR-15	Call
215/65HR-15	Call
215/70SR-15	Call
215/70SR-15**	Call
215/70VR-15	Call
225/60VR-15	Call
225/70SR-15	Call
215/60SR-16	Call
225/60SR-16	Call
225/60VR-16	Call

DUNLOP OUTPERFORMS

SP Sport 8000 High Perform.

195/55ZR-14	$114
195/50ZR-15	120
195/55ZR-15	132
205/50ZR-15	152
205/55ZR-15	136
215/50ZR-15	166
225/50ZR-15	172
245/50ZR-15	181
205/55ZR-16	159
215/55ZR-16	165
225/40ZR-16	164
225/45ZR-16	181
225/50ZR-16	173
225/55ZR-16	173
245/45ZR-16	199
245/50ZR-16	180
255/50ZR-16	187
205/50ZR-17	178
215/45ZR-17	207
225/45ZR-17	225
235/45ZR-17	210
245/40ZR-17	222
255/40ZR-17	234
255/45ZR-17	231
265/40ZR-17	260
275/40ZR-17	240
315/35ZR-17	295
335/35ZR-17	319
225/40ZR-18	340
235/40ZR-18	347
255/35ZR-18	379
255/45ZR-18	317
265/35ZR-18	399
285/35ZR-18	407
255/40ZR-19	439

D80 V4

205/65VR-15	$106
205/65HR-15	59
215/65VR-15	112

D40 M2

195/55VR-14	$102
195/50ZR-15	99
195/65VR-15	99
205/50ZR-15	124
205/55ZR-15	105
205/60VR-15	105
205/65VR-15	104
215/60ZR-15	107
225/50ZR-15	139
225/60ZR-15	110
235/60VR-15	111
205/55ZR-16	129
225/50ZR-16	122
225/55ZR-16	156
225/60VR-16	119
245/45ZR-16	158
245/50ZR-16	148
255/50ZR-16	154
215/45ZR-17	152
235/45ZR-17	173
245/45ZR-17	176
255/40ZR-17	184
275/40ZR-17	186

SP2000

205/50VR-15	$166
225/50ZR-16	192
225/55ZR-16	192
235/50ZR-16	200

D60 M2

185/60HR-14	Call
195/60HR-14	Call
195/65HR-14	Call
205/60HR-14	Call
205/65HR-15	Call
195/60HR-15	Call
195/65HR-15	Call
205/60HR-15	Call
205/65HR-15	Call
215/60HR-15	Call

SP Sport 4000 All-Season

195/50ZR-15	$104
205/50ZR-15	129
205/55ZR-15	112
215/50VR-15	138
225/60ZR-15	114
205/55ZR-16	130
215/60VR-16	119
225/50ZR-16	129
225/55ZR-16	160
225/60VR-16	122
225/60ZR-16	121
245/45ZR-16	164
245/50ZR-16	148
255/50ZR-16	158

D60 A2 All-Season

175/70HR-13	$49
185/70HR-13	52
175/65HR-14	43
185/60HR-14	52
185/70HR-14	57
195/60HR-14	55
195/70HR-14	45
205/60HR-14	58
205/70HR-14	63
185/65HR-15	59
195/60HR-15	56
195/65HR-15	63
205/50HR-15	84
205/60HR-15	59
205/65HR-15	66
215/60HR-15	61
215/65HR-15	70
225/60HR-15	64
205/55HR-16	95
215/60HR-16	87
225/60HR-16	90

YOKOHAMA

AVS Intermediate

185/60VR-13	$68
205/60VR-13	83
185/60VR-14	75
195/60VR-14	83
195/65VR-14	82
205/55ZR-14	115
205/60VR-14	93
225/60VR-14	99
185/55ZR-15	104
185/65VR-15	77
195/45ZR-15	98
195/50ZR-15	111
195/55ZR-15	122
195/60VR-15	88
195/65ZR-15	86
205/50ZR-15	131
205/55ZR-15	145
205/60ZR-15	101
205/65ZR-15	98
215/45ZR-15	132
215/50ZR-15	149
215/60VR-15	111
215/65ZR-15	103
225/50ZR-15	147
225/60ZR-15	114
235/60VR-15	119
255/45ZR-15	159
285/40ZR-15	187
345/35ZR-15	219
195/50ZR-16	126
205/45ZR-16	152
205/50ZR-16	146
205/55ZR-16	160
225/45ZR-16	161
225/50ZR-16	165
225/55ZR-16	186
235/50ZR-16	171
235/60ZR-16	131
245/45ZR-16	173
245/50ZR-16	162
255/50ZR-16	170
215/40ZR-17	152
215/45ZR-17	165
215/50ZR-17	172
235/40ZR-17	168
235/45ZR-17	174
245/40ZR-17	177
255/40ZR-17	187
255/45ZR-17	185
265/40ZR-17	196
275/35ZR-17	194
275/40ZR-17	206
315/35ZR-17	252
335/35ZR-17	272
255/35ZR-18	295
255/40ZR-19	465
295/35ZR-19	456

A008P High Performance

195/65ZR-15	$98
215/60ZR-15	122
205/55ZR-16	179
225/50ZR-16	180
245/45ZR-16	194
205/50ZR-17	185
225/45ZR-17	189
255/40ZR-17	215
225/40ZR-18	215
265/35ZR-18	245

A008G High Performance

175/50VR-13	$76

A008 Performance

165/70HR-10	$59
175/70HR-12	70

A403 Performance

195/50VR-15	$89
205/50VR-15	104
225/50VR-15	118
205/55VR-16	126
225/50VR-16	126
245/45VR-16	149
245/50VR-16	126
255/50VR-16	128

A022 High Performance

195/55VR-15	$126
205/55VR-15	135
225/50VR-15	153
225/50VR-16	168
225/55VR-16	182

A509 Performance

185/60HR-13	$51
205/60HR-13	62
185/60HR-14	57
195/60HR-14	64
205/60HR-14	71
225/60HR-14	75
195/50VR-15	86
195/60HR-15	68
205/50VR-15	101
205/60HR-15	74
205/65HR-15	72
205/65VR-15	75
215/60HR-15	80
215/65HR-15	76
215/65VR-15	78
225/50VR-15	115
225/60VR-15	86
205/55VR-16	125
225/50VR-16	129
245/50ZR-16	129
255/50ZR-16	135

Y352

245/50HR-14*	$95
295/50HR-15*	128

AVS A+4 All-Season High Performance

185/60VR-14	$72
195/60VR-14	79
195/60VR-15	80
205/60VR-15	92
215/60VR-15	101
235/60VR-15	103
205/55ZR-16	149
225/50ZR-16	155
255/50ZR-16	163

AVS U+4

185/60HR-14	$65
195/60HR-14	73
205/60HR-14	80
215/60HR-14	83
225/60HR-14	85
195/60VR-15	75
195/65VR-15	74
205/60VR-15	85
205/65VR-15	81
215/60HR-15	89
215/65VR-15	84
225/60VR-15	93
235/60HR-15	96
215/60VR-16	94
225/60VR-16	101

A378 All -Season

175/70HR-13	Call
185/70HR-13	Call
185/60HR-14	Call
185/70HR-14	Call
195/60HR-14	Call
195/70HR-14	Call
205/70HR-14	Call
215/60HR-14	Call
215/70HR-14	Call
195/60HR-15	Call
205/60HR-15	Call
205/65HR-15	Call
215/60HR-15	Call
215/65HR-15	Call
215/70HR-15	Call
225/70HR-15	Call
235/60HR-15	Call
235/70HR-15	Call
215/60HR-16	Call
225/60HR-16	Call

A008RS II (Competition)

185/60SR-13	$84
185/60SR-14	89
205/55VR-14	112
205/50VR-15	124
215/60SR-15	123
225/50VR-15	131
205/50VR-15	124
225/50VR-16	137
245/45VR-16	140
255/50VR-16	140
275/40ZR-17	174
315/35ZR-17	186

A008RS (Competition)

185/60HR-13	$83
185/70HR-13	83
205/60HR-13	88
185/60HR-14	88
195/60HR-14	94
205/55ZR-14	111
205/60HR-14	107
225/60HR-14	116
195/50ZR-15	110
195/60HR-15	115
205/50ZR-15	123
205/60HR-15	119
215/60HR-15	122
225/50ZR-15	130
205/55ZR-16	128
225/50ZR-16	136
245/45ZR-16	138
255/50ZR-16	138

GOODYEAR

Eagle GS-A High Performance

235/45ZR-17	$234
335/35ZR-17	357
235/40ZR-18	249
295/35ZR-18	329

Eagle GS-C

205/50ZR-15	$159
225/50ZR-15	167
205/55ZR-16	169
225/50ZR-16	178
245/45ZR-16	195
245/50ZR-16	193
255/50ZR-16	191
245/45ZR-17	209
255/45ZR-17	224
275/40ZR-17	242
285/40ZR-17	261
315/35ZR-17	289
255/40ZR-17	261

Eagle GS-D

205/45ZR-16^{IM}	$165
225/50VR-16^{IM}	169
225/50ZR-16	135
225/55VR-16	154

Eagle GS-N BMW O.E.

205/60HR-15	$109
225/55VR-15	104

Eagle VR/ZR (Gatorback) Performance

195/60VR-15	$114
225/60VR-15	121
225/50VR-16	145
225/50ZR-16	139
225/55VR-16	154
225/55ZR-16	161
225/60VR-16	126
225/60ZR-16	132
245/45ZR-16	175
245/50VR-16	149
245/50ZR-16	169
255/50VR-16	159
255/50ZR-16	176
245/45ZR-17	179
275/40ZR-17	220
315/35ZR-17	225

Eagle VL

225/55VR-16	$172

Eagle VR/ZR Performance (German Made)

215/50ZR-15	$167
205/55ZR-16	159
205/55ZR-16^{N1}	159
225/50ZR-16NO	179
225/50ZR-16^{N1}	179
225/55ZR-16	179
245/45ZR-16NO	199
245/50ZR-16	188
255/50ZR-16	160

New !!! Eagle Aquatred All–Season

195/60HR-14	$104
195/60HR-15	112
195/65HR-15	112
205/60HR-15	119
205/65HR-15	117
215/60HR-15	120
215/65HR-15	120
225/60HR-15	114
205/55HR-16	132
215/60HR-16	124
225/60HR-16	129

NCT Performance

235/60VR-15	$146
235/60ZR-15	154
235/70VR-15^{Bent}	146

NCT2 Performance

185/60HR-14	$69
195/60VR-14	119
195/65HR-14	81
185/65HR-15	117
185/65HR-15^{BMW}	76
195/65VR-15^{VOL}	93
205/55VR-15	102

RS-A NEW!! All-Season

195/60HR-15	$122
215/60HR-15	129
205/55HR-16	143
205/55VR-16	153
225/70HR-16	139

Aquatred All-Season

175/70SR-13	$66
185/70SR-13	70
185/70SR-14	71
185/75SR-14**	74
195/70SR-14	76
195/75SR-14**	78
205/70SR-14**	84
205/70SR-14	80
205/75SR-14**	82
215/70SR-14	85
205/65SR-15	87
205/70SR-15	85
205/70SR-15**	91
205/75SR-15**	86
215/65SR-15	91
215/70SR-15	88
215/70SR-15**	93

Eagle GA All-Season

185/70TR-13	$72
185/60HR-14	86
185/65SR-14	73
185/65TR-14	73
185/70HR-14	100
185/70TR-14	86
195/70SR-14	87
205/60TR-14	94
205/70HR-14	104
215/60TR-14	96
195/60HR-15	84
195/60VR-15	112
195/65HR-15	95
205/50HR-15	109
205/60HR-15	90
205/60SR-15	93
205/60SR-15*	98
205/60TR-15	85
205/65HR-15	85
205/65SR-15	97
205/65VR-15	113
205/65VR-15^{Lexus}	115
205/70TR-15	97
215/50HR-15	115
215/60HR-15	113
215/60VR-15	112
215/60VR-15^{SC300}	120
215/65SR-15	98
215/65SR-15**	105
215/70HR-15	116
225/70HR-15	124
225/70SR-15**	109
225/70TR-15	101
225/70TR-15*	108
235/65SR-15	112
235/70SR-15	105
235/70SR-15**	109
235/70VR-15^{BENT}	187
205/55SR-16	97
215/60SR-16	98
215/60VR-16^{FORD}	117
225/60HR-16	114
225/60VR-16^{V8}	114
225/60SR-16	103
225/60VR-16^{Lexus}	120
225/60ZR-16	128
235/55SR-16	119
235/60SR-16	109

Invicta GA

185/70TR-14	$69
195/70HR-14	77
195/70TR-14*	76
195/75TR-14*	74
195/75TR-14	71
205/70TR-14**	79
225/60VR-15	114
205/60TR-15**	87
205/60TR-15	82
205/65VR-15	95
205/70TR-15	78
205/70TR-15*	79
215/60VR-15	86
225/60VR-15	114
225/75TR-15†	91
225/60VR-16	96

Invicta GS

165/80SR-13**	$58
185/80 R-13**	63
175/65 R-14	66
185/70SR-14**	71
185/75 R-14	65
195/70 R-14	71
205/70 R-14	74
185/75 R-14	65
195/75 R-14	73
205/75 R-14**	76
205/70 R-15**	84
205/70 R-15**	86
205/75 R-15**	79
215/70 R-15	81
215/75 R-15**	83
225/75 R-15*	92
235/75 R-15	88
235/75 R-15*	80

Invicta GL

145/80 R-12	$37
165/70 R-13	46
175/70 R-13	49
175/65 R-14	55
195/70 R-14	53
195/75 R-14	55
195/75 R-15	58
205/75 R-15	62
215/75 R-15	63
215/75 R-15*	68
225/75 R-15	68
225/75 R-15*	68
235/75 R-15*	79

Eagle GT+4

185/60TR-14	$87
195/60HR-14	107
195/60TR-14*	96
195/70 R-14*	96
195/70 R-14	82
205/60TR-14*	102
205/70TR-14*	101
215/60UR-14	100
215/60UR-14*	102
215/70HR-14	117
225/60HR-14*	115
235/60TR-14	112
185/60HR-15	93
185/65TR-15	81
195/60HR-15	108
195/70UR-15	95
205/55VR-15	119
205/60TR-15	100
205/65HR-15	116
215/60 R-15	104
215/65 R-15	107
215/65HR-15	121
215/65UR-15*	107
215/65UR-15	102
215/65VR-15	124
215/70HR-15	119
225/50HR-15	144
225/60HR-15	114
225/70HR-15*	128
225/70TR-15*	108
235/70VR-15	129
235/70VR-15*	138
245/60TR-15**	118
255/60TR-15**	122
205/55HR-16	117
205/55VR-16	119
205/55UR-16	109
215/60HR-16	126
215/60UR-16	107
215/60VR-16	129
215/60ZR-16	125
225/50VR-16	138
225/55VR-16	143
225/60TR-16	116
225/60UR-16	114
225/60ZR-16	135
245/50HR-16	141
255/50VR-16	167

MICHELIN

MXX 3

205/50ZR-15	Call
205/45ZR-16	Call
225/50ZR-16	Call
245/45ZR-16	Call
205/50ZR-17	Call
225/45ZR-17	Call
235/40ZR-17	Call
255/40ZR-17	Call
265/40ZR-17	Call
235/40ZR-18	Call
245/40ZR-18	Call
285/35ZR-18	Call
325/30ZR-18	Call

MXX 2

205/50ZR-15	Call
235/45ZR-17	Call
265/40ZR-17	Call

MXM

225/55VR-15	Call
225/55ZR-15	Call
205/55ZR-16	Call
225/55ZR-16	Call
225/60VR-16	Call
235/50ZR-16	Call
235/60ZR-16	Call

MXX

205/50ZR-16	Call
205/55ZR-16	Call
225/45ZR-16	Call
225/50ZR-16	Call
245/45ZR-16	Call
255/50ZR-16	Call
235/45ZR-17	Call
335/35ZR-17	Call

XGTV/Z High Performance

195/60VR-14	Call
205/50VR-15	Call
205/50ZR-15	Call
205/60VR-15	Call
205/65VR-15	Call
215/60VR-15	Call
215/65VR-15	Call
225/60VR-15	Call
205/50ZR-16	Call
205/55VR-16	Call
225/50VR-16	Call
225/50ZR-16	Call
225/55ZR-16	Call
245/45VR-16	Call
245/45ZR-16	Call
245/50VR-16	Call
245/50ZR-16	Call
255/50VR-16	Call
255/50ZR-16	Call
315/40ZR-16	Call
235/45ZR-17	Call
245/45ZR-17	Call
255/45ZR-17	Call
275/40ZR-17	Call
285/40ZR-17	Call
315/35ZR-17	Call
335/35ZR-17	Call

EPX+

185/60HR-14	Call
205/60HR-15	Call

MXV3-A

185/65HR-15	Call
195/65HR-15	Call
205/60VR-15	Call

MXV4 All-Season

175/70HR-13	Call
185/70HR-13	Call
175/70HR-14	Call
185/60HR-14	Call
185/65HR-14	Call
185/70HR-14	Call
195/60HR-14	Call
195/60VR-14	Call
195/65HR-14	Call
195/65VR-14	Call
195/70HR-14	Call
205/60HR-14	Call
185/65HR-15	Call
185/65VR-15	Call
195/60HR-15	Call
195/60HR-15*	Call
195/65HR-15	Call
195/65VR-15	Call
205/60HR-15	Call
205/60VR-15	Call
205/65HR-15	Call
205/65VR-15	Call
205/70HR-15	Call
205/70VR-15	Call
215/60HR-15	Call
215/65HR-15	Call
215/70VR-15	Call
225/60HR-16	Call
225/60VR-16	Call
235/60HR-16	Call

XGT Z4

205/55ZR-16	Call
225/50ZR-16	Call
225/55ZR-16	Call
225/60ZR-16	Call
245/45ZR-16	Call
245/50ZR-16	Call
255/50ZR-16	Call
275/40ZR-17	Call

MXV3

195/60HR-14	Call
185/65VR-15	Call
195/60HR-15	Call
195/60VR-15	Call
205/60VR-15	Call
205/60ZR-15	Call

MXV2

175/70HR-13	Call
185/60HR-14	Call
195/60HR-14	Call
195/60VR-14	Call
185/55VR-15	Call
185/65HR-15	Call
195/55VR-15	Call
195/60VR-15	Call
195/65HR-15	Call
195/65VR-15	Call
205/60HR-15	Call
205/60VR-15	Call
215/50VR-15	Call
205/55VR-16	Call

MXV

175/70HR-13	Call
185/70HR-13	Call
205/60HR-13	Call
185/70HR-14	Call
195/65HR-14	Call
195/60VR-14	Call
195/65VR-14	Call
195/70HR-14	Call
205/60HR-14	Call
205/60VR-14	Call
205/70HR-14	Call
185/65HR-15	Call
185/65VR-15	Call
195/55VR-15	Call
195/60VR-15	Call
195/65HR-15	Call
195/65VR-15	Call
195/65ZR-15	Call
205/60HR-15	Call
205/60ZR-15	Call

XGT H4/V4 All-Season

185/60HR-14	Call
185/70HR-14	Call
195/60HR-14	Call
195/60VR-14	Call
195/70HR-14	Call
205/60HR-14	Call
215/60HR-14	Call
195/60HR-15	Call
195/60VR-15	Call
195/65HR-15	Call
195/65VR-15	Call
205/55VR-15	Call
205/60HR-15	Call
205/60VR-15	Call
205/65HR-15	Call
205/65VR-15	Call
215/60HR-15	Call
215/60VR-15	Call
215/65HR-15	Call
215/65VR-15	Call
225/60HR-15	Call
225/60VR-15	Call
225/65HR-15	Call
225/70HR-15	Call
205/55HR-15	Call
205/55VR-16	Call
215.55VR-16	Call
215/60HR-16	Call
215/60VR-16	Call
225/50VR-16	Call

TRX

165/70HR-365	Call
180/65HR-365	Call
180/65HR-390	Call
190/65HR-390	Call
200/60HR-365	Call
200/60VR-390	Call
220/55HR-390	Call
220/55VR-390	Call
240/55VR-390	Call
240/45ZR-415	Call
240/55VR-415	Call
280/45VR-415	Call

LX1

175/70R-13	Call
185/65SR-14	Call
185/70R-14	Call
215/70R-15	Call

XW4

215/70R-14	Call
235/70R-15	Call

225/60HR-16	Call
225/60VR-16	Call
245/50VR-16	Call
255/50VR-16	Call

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225/45ZR-16	179
225/50ZR-16	193
245/45ZR-16	204
205/50ZR-17	184
215/50ZR-17	229
225/45ZR-17	240
235/40ZR-17	252
235/45ZR-17	254
245/40ZR-17	262
245/45ZR-17	260
255/40ZR-17	288
265/40ZR-17	299
275/40ZR-17	319
285/40ZR-17	340
315/35ZR-17	319
335/35ZR-17	289
225/40ZR-18	259
235/40ZR-18	280
245/40ZR-18	302
255/35ZR-18	315
255/45ZR-18	333
265/35ZR-18	342
275/35ZR-18	353
295/35ZR-18	395
315/30ZR-18	424
335/30ZR-18	466
255/40ZR-19	354
285/35ZR-19	467

P2000

165/65TR-13	$44
165/65TR-14	46
185/65TR-15	67
195/65TR-15	71

P700Z High Performance

195/50ZR-15	$119
205/50ZR-15	138
215/50VR-15	152
225/50ZR-15	163
205/45ZR-16	161
205/50ZR-16	169
205/55ZR-16	149
205/55ZR-16^{N1}	155
225/45ZR-16	179
225/50ZR-16^{NI}	169
225/50ZR-16NO	169
235/50ZR-16	242
245/45ZR-16	189
205/40ZR-17	184
205/50ZR-17	193
215/40ZR-17	193
215/45ZR-17	205
215/50ZR-17	206
235/40ZR-17	225
235/45ZR-17	208
255/40ZR-17	239
255/45ZR-17	179
265/40ZR-17	260

P7/P7F/P7R Performance

175/50VR-13R	$75
195/50VR-15	91
205/50VR-15	102
225/50VR-15	113
285/40ZR-15R	209
345/35ZR-15R	279
225/45ZR-16	135
225/50VR-16	119
245/45ZR-16	133
255/50VR-16	127
215/45ZR-17	159
235/45ZR-17	170

P600 Performance

185/60HR-14	$66
185/65HR-14	84
195/60HR-14	69
195/60VR-14	110
195/65HR-14	90
205/55VR-14	106
205/60HR-14	82
185/55VR-15	107
185/65HR-15	105
195/50VR-15	99
195/55ZR-15	122
195/60HR-15	104
195/60VR-15	115
195/65HR-15	112
195/65VR-15	120
195/65ZR-15	114
205/55HR-15	109
205/55VR-15	119
205/60HR-15	112
205/60VR-15	123
205/65HR-15	112
205/65VR-15	124
215/60HR-15	119
215/60ZR-15	142
215/65ZR-15	145
225/60VR-15	127
225/60ZR-15	145
235/60VR-15	155
205/55VR-16	143
225/55ZR-16	118
225/60VR-16	124
235/60ZR-16	148

P4000E Performance

195/60VR-15	$133
195/65VR-15	116
195/65ZR-15	126
205/60ZR-15	143
205/65VR-15*	82
205/65ZR-15	82
225/65VR-15	159
225/60ZR-16	183

P4000 Performance

195/65VR-15	$116

NEW! P4000 Super Touring

185/70HR-13	Call
185/60HR-14	Call
185/70HR-14	Call
195/60HR-14	Call
195/60VR-14	Call
195/65HR-14	Call
195/70HR-14	Call
205/70HR-14	Call
195/60HR-15	Call
195/60VR-15	Call
195/65HR-15	Call
205/55VR-15	Call
205/60HR-15	Call
205/60VR-15	Call
205/65HR-15	Call
205/65VR-15	Call
215/60HR-15	Call
215/60VR-15	Call
215/65HR-15	Call
215/65VR-15	Call
225/60VR-15	Call
215/55VR-16	Call
215/60HR-16	Call
225/60HR-16	Call
225/60VR-16	Call

P6

185/60HR-14	$51
195/60HR-14	57
195/65HR-14$^{M\&S}$	63
185/65HR-15$^{M\&S}$	63
195/60HR-15	61
195/65HR-15$^{M\&S}$	60
205/60HR-15	63
205/65HR-15$^{M\&S}$	65
215/60HR-15$^{M\&S}$	68
215/65HR-15$^{M\&S}$	72

PIRELLI

P500 All-Season

185/70HR-13	$59
185/60HR-14	65
185/70HR-14	59
195/60HR-14	69
215/60HR-14	72
185/65HR-15	70
195/65HR-15	76
205/60HR-15	81
205/65HR-15	76
215/60HR-15	80
215/65HR-15	76
225/60HR-15	84

P300APT All-Season

205/70TR-14*	Call
215/70TR-14*	Call
205/70TR-15*	Call
205/75TR-15	Call
215/75TR-15*	Call
225/70TR-15*	Call
225/75TR-15*	Call
235/75SR-15*	Call

ONCE YOU'VE ORDERED YOUR TIRES, WE CAN RECOMMEND INSTALLERS ANXIOUS TO HELP YOU WITH MOUNTING AND BALANCING. ASK YOUR SALES REPRESENTATIVE FOR DETAILS!

P300 All-Season

155/80SR-13	Call
165/80SR-13	Call
175/70TR-13	Call
175/80SR-13**	Call
175/80SR-13	Call
185/70TR-13	Call
185/80SR-13**	Call
185/80SR-13	Call
185/70TR-14**	Call
185/70TR-14	Call
185/75TR-14**	Call
195/70TR-14**	Call
195/70TR-14	Call
195/75TR-14**	Call
205/70TR-14**	Call
205/70TR-14	Call
205/75TR-14**	Call
185/65TR-15	Call
195/60TR-15	Call
195/65TR-15	Call
205/60TR-15	Call
205/65TR-15	Call
205/70TR-15**	Call
205/75TR-15**	Call
215/65TR-15	Call
215/70TR-15**	Call
215/75TR-15**	Call
225/75TR-15**	Call
235/75SR-15**	Call

P4/P44 All-Season

145 SR-12	$40
155 SR-12	46
145 SR-13	44
155 SR-13	35
165 SR-13	38
175/70SR-13	46
185/70SR-13	53
185/70SR-14	55
195/70SR-14	59
205/70SR-14	62
185/65SR-15	68
195/65SR-15	62
205/65SR-15	66

P3 All-Season

145SR-10	$31

P5

205/70VR-15	$119
215/70VR-15	121
225/65VR-15	153

BFGoodrich

Comp T/A 3 Ultra High Performance

195/50ZR-15	$101
205/50ZR-15	119
205/55ZR-15	103
215/60ZR-15	102
225/50ZR-15	129
225/60ZR-15	105
245/50ZR-15	136
205/55ZR-16	130
225/50ZR-16	109
225/55ZR-16	137
245/45ZR-16	157
245/50ZR-16	132
255/50ZR-16	139
205/50ZR-17	161
215/45ZR-17	155
225/45ZR-17	167
235/45ZR-17	165
255/40ZR-17	180
275/40ZR-17	178
315/35ZR-17	194
235/40ZR-18	214
245/40ZR-18	217

Euro Radial T/A

175/50HR-13	$81
205/50HR-15	88
225/50HR-15	105
245/50HR-15	110
265/50HR-15	142
305/50HR-15	114
205/40HR-16	95

Touring T/A

195/65SR-15	$45
205/65SR-15	60
205/70SR-15	43
215/65SR-15	66
215/60HR-16	79
225/60SR-16	70

Comp T/A HR4 -2 All-Season

185/55HR-13	$62
185/60HR-14	65
195/60HR-14	66
215/60HR-14	68
195/60HR-15	69
205/60HR-15	70
205/65HR-15	68
215/60HR-15	71
225/60HR-15	72
225/70HR-15	68

Comp T/A HR4 ,VR4, ZR4 All-Season

195/60VR-14	$86
185/65VR-15	86
195/60VR-15	89
195/65VR-15	92
205/60VR-15	93
205/65VR-15	97
215/60VR-15	98
215/65HR-15	74
225/60VR-15	101
235/60VR-15	104
275/60HR-15	105
205/55VR-16	127
205/55ZR-16	139
215/60VR-16	106
225/50VR-16	138
225/50ZR-16	151
225/55VR-16	133
225/55ZR-16	142
225/60VR-16	111
225/60ZR-16	122
245/45VR-16	151
245/45ZR-16	165
245/50VR-16	130
245/50ZR-16	142
255/50VR-16	134
275/50VR-16	137
255/50ZR-17	143
275/40ZR-17	189

UNIROYAL

RTT1 Ultra High Performance

205/50ZR-15	$140
225/60ZR-15	134
205/45ZR-16	153
225/50ZR-16	169
235/45ZR-17	189

RALLYE 440

185/65HR-15	$84
195/50VR-15	93
205/50VR-15	101
205/60HR-15	90
225/55ZR-16	158
235/50ZR-16	178
235/60ZR-16	142
215/45ZR-17	169
235/45ZR-17	177

RALLYE 340

195/65HR-14	$84
195/65VR-14	94
195/65VR-15	103
205/65VR-15	108
225/60VR-15	114
225/60ZR-15	124

FALKEN

FK06U

185/60HR-13	$44
205/60HR-13	51
185/60HR-14	54
195/60HR-14	52
205/60HR-14	56
215/60HR-14	57
225/60HR-14	59
195/60HR-15	56
205/60HR-15	59
205/60VR-15	64
215/60HR-15	62
225/60VR-15	75
225/60VR-16	79

FKG

195/50HR-15	$73
195/50VR-15	82
205/50HR-15	85
205/50VR-15	96
225/50VR-15	112
205/50VR-16	107
205/55VR-16	113
225/50VR-16	119
225/50ZR-16	127
225/55ZR-16	130
245/45ZR-16	150
145/50ZR-16	129
255/50ZR-16	134

FK07U

175/70HR-13	$41
185/70HR-13	44
185/70HR-14	47
195/70HR-14	52
205/70HR-14	53

FK06M

185/60HR-14	$53
195/60HR-14	53
205/60HR-14	56
195/60HR-15	55
205/60HR-15	60
215/60HR-15	62
225/60HR-15	70

TURN FORWARD 2 PAGES TO OUR LIGHT TRUCK TIRES AND WHEELS!!!

ORIGINAL EQUIPMENT TIRES ORIGINAL EQUIPMENT TIRES ORIGINAL EQUIPMENT TIRES

YOKOHAMA

A022A

195/55VR-15	$126
205/55VR-15	135
225/50VR-15	153
225/50VR-16	168
225/55VR-16	182

A022H0

215/45ZR-16	$186
245/40ZR-17	214

A022H1

205/50ZR-15	$156
225/50ZR-16	195

A028

225/50VR-16	$158

A321

205/70VR-14	$82
185/70VR-15	79
205/70VR-15	86
215/70VR-15	89

A323

185/60HR-14	$75
195/60HR-14	84

A341

P195/60HR-15	$92
195/60HR-15	92
P195/65HR-15	88

A344

195/65HR-14	$83
P195/65HR-14	83
195/65HR-15	87
P205/65HR-15	95
P205/65VR-15	97

A403

195/50VR-15	$89
205/50VR-15	104
225/50VR-15	118
205/55VR-16	126
225/50VR-16	126
245/45VR-16	149
245/50VR-16	126
255/50VR-16	128

A404

205/60HR-14	$87

S201

195/70VR-14	$49

S202

205/65VR-15*	$69

A406

185/60HR-14	$75
195/60HR-14	84
205/60VR-14	96

Y221

P185/60HR-14	$82

Y350

145/80R-13	$33
P145 SR-13	33
155 SR-13	35

Y351

175/70SR-13	$43

Y370G

P235/75R-15XL*	$55
P235/75R-15	53
P235/75R-15*	56

Y372

145 SR-12	$28
165/70SR-12	37
P155/80 R-13	33
155 SR-13	33
P165/80HR-13	42
P165/80SR-13	35
175/70HR-14	53
P175/70SR-13	40
P185/70 R-13	43
185/65SR-14	62
185/70HR-14	61
P185/70SR-14	46
P185/75SR-14	43
P195/70SR-14	49
205/70SR-14	52

Y372D

P155/80R-13	$34

Y376

P185/60HR-14	$77
195/60HR-14	87
P195/60HR-14	86
195/65HR-14	87
205/65VR-15	105

Y376 R

175/65HR-14	$73
185/60HR-14	77
185/65HR-14	79
195/60HR-14	48
195/65HR-15	89
205/55VR-14	111
205/60HR-15	98
205/65HR-15	94

Y379

P145/80SR-13	$33
165/70SR-13	39

Y382

155 SR-13	$34
155/80 R-13	34
165/80 R-13	37
175/70 R-13	41
185/70 R-13	46
185/70SR-14	48
185/70 R-14	48
195/70 R-14	52
195/75 R-14	48
195/75 R-14*	56
205/60HR-14	87
205/70 R-14	55
205/75 R-14	51
205/75 R-14*	59
195/60HR-15	82
205/60HR-15	90

Y383

P165/80R-13	$39

Y384

165 SR-13	$39
185/70SR-13	46
185/70SR-14	49

Y388

P195/65R-15	$82
P215/65R-15	99

Y811

215/75R-15	$65
225/75R-15	71
225/75R-15*	82
235/75R-15	78
235/75R-15*	91

Y815B

265/70HR-15	$100

Y816

P245/70SR-16	$84

Y828

P225/75R-15	$81

BRIDGESTONE

108V

P145/80 R-12	$37

G03/G04

P195/60 R-14	$72
P195/65 R-15	92
P205/60HR-15	93

Turanza ER30

205/55VR-15	$114
205/65HR-15	89
215/60VR-16	124
225/60VR-16	130

RE010

195/55VR-15	$171
205/50ZR-15	157
225/50VR-15	173
215/45ZR-16	184
225/50ZR-16	195
245/40ZR-17	216

RE020

235/45ZR-17	$236
255/40ZR-17	254

RE85

175/65R-14	$85
175/65HR-14	85
P175/65HR-14	56
185/60HR-14	84

RE86 (137V)

185/60HR-14	$80
P195/60 R-14	49
P205/60 R-15	75

RE87

195/60HR-14	$86
205/60VR-14	132

RE88

185/60HR-14	$76
P185/60 R-14	85
P195/60HR-14	86
195/65HR-14	89
195/65VR-14	133
195/60HR-15	89
195/60VR-15	131
P195/60HR-15	88
205/60HR-15	89
205/60VR-15	121
P205/65VR-15	93
P205/65 R-15	95
215/60VR-15	148

RE91

225/50VR-16	$194

RE93

P205/50VR-15	$157
215/50VR-15	165
225/55VR-16	166

RE95

P225/50VR-16	$192

S134

P145/80SR-13	$41

S135

175/70SR-13	$48

S226

175/70SR-13	$42

S237

185/70HR-13	$54

S321

215/65Hr-15	$108

S324

P205/65SR-15	$95

S325

P185/60SR-14	$84

S381

155 R-13	$40

S402

155 SR-13	$33
165 SR-13	38
175/70SR-13	38
185/70SR-13	41
185/65SR-14	52
185/70SR-14	45
195/70SR-14	49
195/75SR-14	51
205/70SR-14	50
205/75SR-14	53
195/75SR-15	57

S405

145 SR-12	$39
P155/80SR-13	43
165 SR-13	51
P175/70SR-13	52
185/70SR-13	56
185/70SR-14	60
P185/65SR-14	73
P205/70SR-15	69
P205/70SR-15*	79

S406

175/70HR-13	$62
185/70HR-13	67
185/60HR-14	59
185/60HR-14**	59
P185/70HR-14	70
195/60HR-14	84
195/65HR-14	94
205/60HR-14	96
P205/70HR-14	69
185/65HR-15	95
195/60HR-15	94
195/65HR-15	95
P195/65HR-15	94
205/60HR-15	97
P205/65 R-15	98
P205/65VR-15	113
215/60HR-15	75
P215/65HR-15	106

S408/S409*

155 SR-13	$41
P155/70 R-13	41
P175/70SR-13	49
P175/70 R-14	54
195/65SR-14	64
185/70 R-14	59
185/70HR-14	69
P195/75 R-14	54
P205/75 R-14	60
195/75 R-15	58
215/75SR-15	50
235/75SR-15*	54

DUNLOP OUTPERFORMS.

D8

P185/60HR-14	$79
215/65HR-15	82

D8M2

175/70HR-14	$76
185/60HR-14	76
195/60HR-14	84
195/60VR-14	106
195/65HR-15	112
205/60VR-15	123
235/60ZR-16	145

D31J

185/60HR-14	$55
195/65HR-14	75
195/60HR-15	70
195/65HR-15	78
P215/65HR-15	81

D60J

205/60HR-15	$72

D62M

195/65HR-15	$70

D8050

225/50VR-16	$219

Sport D87M

P185/60HR-14	$59
185/60HR-14	86
215/50VR-15	98
P215/60HR-15	80
P125/65VR-15	90

D89

P185/60HR-14	$62

SP4

155 SR-12	$30
145 SR-13	29
155 SR-13	31
165 SR-13	33
16570 SR-13	33
175/70SR-13	35
185/70SR-13	34
175 SR-14	38
185/ SR-14	38
185/70SR-14	35
195/70SR-14	39
185/ SR-15	39

SP4N Star

175/70SR-13	$45

SPRS M&S

155 SR13	$36
P155/80 R-13	36
P175/70 R-13	46
165 SR-13	40
185/70SR-13	45
185/70SR-14	45
P205/75 R-14	52

SP20 A/S M&S

155 SR-13	$38
P195/65SR-14	53
P195/75 R-14	36

SP23J M&S

P165/70 R-13	$40
P175/70 R-13^{MS}	47
175/70R-13^{LLR}	50

SP32J M&S

155 SR-13	$36
165 SR-13	38
175/70SR-13	44
P185/70 R-13	48
P175/70 R-14	48
P185/70 R-14	51
P195/75SR-14	56
P205/75 R-14	60
P205/75 R-14†	60

SPECIALS

13" TIRES

P165/70 R-13	Dunlop SP23J M&S	$40

14" TIRES

P 175/65 R-14	Bridgestone RE85	$56
P 185/60HR-14	Dunlop SP sport D87M	59
185/60HR-14	Dunlop D87M	86
185/60HR-14**	Bridgestone S406	59
185/60HR-14	Goodyear NCT 2	69
P185/60HR-14	Dunlop SP Sport D89	62
195/60HR-14	Yokohama Y376R	48
195/60HR-14	Michelin MXV3	Call
195/60 R-14	Bridgestone G30P	72
195/60VR-14	Michelin XGTV4	Call
P195/65SR-14	Dunlop SP20 A/S M&S	53
195/70 R-14	Goodyear Invicta GL	53
195/70VR-14	Yokohama S201	49
195/70 R-14	Goodyear GT4	82
P195/70HR-14	Dunlop D60A2	45
P195/75 R-14	Dunlop SP20 A&S M&S	36
205/60HR-14	Pirelli P600	82
P205/75 R-14	SP23J M&S	60

15" TIRES

185/60HR-15	Goodyear GT+4	$93
185/65TR-15	Goodyear GT+4	81
195/50HR-15	General XP2000	64
195/50VR-15	Fulda X2000	69
195/60HR-15	Goodyear Eagle GA	84
195/65HR-15	Goodyear Eagle GA	95
205/50TR-15	General XP2000	59
205/50VR-15	Michelin XGTV	109
205/60HR-15	Goodyear Eagle GA	90
205/60SR-15*	Goodyear Eagle GA	98
205/65HR-15	Dunlop D80V4	59
205/65VR-15	Bridgestone RE88	93
205/65VR-15	Yokohama S202	69
205/65ZR-15	Pirelli P4000E	82
P 205/75 R-15*	Goodyear Wran. Radial	67
215/50HR-15	Goodyear Eagle GA	115
215/50HR-15	Continental CH94 T/O	75

15" TIRES Continued

215/50VR-15	Continental CV94 T/O	85
215/60VR-15	Goodyear Invicta GA	86
LT215/75 R-15*	GY Wran. Radial AT	82
215/75SR-15	Bridgestone S408	50
225/55VR-15	Goodyear GS-N	104
225/75 R-15	Bridgestone 610V	63
P225/75 R-15	Dunlop SPQT G 20	54
P225/75 R-15†	Dunlop SPQT G 20	65
P 235/75 R-15†	Goodyear Wrangler HT	68
235/75 R-15*	Bridgestone S408	55
235/75 R-15*	Firestone ATX	65
235/75 R-15*	Goodyear Invicta GS	80
P 235/75 R-15*	Goodyear Wran. Radial	76
235/75 R-15	Bridgestone S408	54
P235/75 R-15XL	Dunlop Gran Trek 27	67

16" TIRES

205/55SR-16	Goodyear Eagle GA	$97
215/55VR-16	Michelin XGTV4	131
215/60SR-16	Goodyear Eagle GA	98
215/60VR-16	Michelin XGTV4	Call
225/50ZR-16	Goodyear Eagle ZR	139
225/50VR-16	Michelin XGTV4	145
225/50VR-16	Goodyear Eagle VR	145
225/50VR-16	Pirelli P7	112
225/50ZR-16	Goodyear GS-D	135
225/50ZR-16	Dunlop SP4000	129
225/55VR-16	Bridgestone RE93	166
225/60VR-16^{VSB}	Goodyear Eagle GA	114
225/60VR-16^{LS400}	Goodyear Invicta GA	196
245/45ZR-16	Goodyear Eagle ZR	175
245/50VR-16	Goodyer Eagle VR	149
255/50ZR-16††	Goodyear Eagle ZR	160
255/55VR-16	Goodyear Eagle VR	154

17" TIRES

245/45ZR-17	Goodyear Eagle ZR	$179
255/45ZR-17	Pirelli P700Z	179
315/35ZR-17	Goodyear Eagle GS-C	289

NEW MONDAY HOURS!

PAC	MTN	CEN	EST
8:00 AM TO 6:00 PM	6:00 AM TO 7:00 PM	7:00 AM TO 8:00 PM	8:00 AM TO 9:00 PM

771 W. Chippewa Avenue
South Bend, IN 46614
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From the U.S. or Canada Call
800-428-8355

Pricing Effective July 1-31, 1994

Prices Subject to Change

219-287-2345
FAX: 219-236-7707

HOURS: Eastern
M 8:00am–9:00pm
T-F 8:00am-8:30pm
SAT 9:00am-5:00pm

Specials * White Letter ** White Line †Raised Black Letter ††Imported ‡Greywall

BANG FOR

SETTLING THE SCORE WITH 16 OF THE HOTTEST—AND HIGHEST VALUE—PERFORMANCE CARS IN AMERICA

by Jeff Karr

PHOTOGRAPHY BY WESLEY ALLISON AND RICH COX

Let's get back to the basic reason sports cars are so much fun: It's the driving. Tired of tedious descriptions of comfort and livability? Us, too! Sick of racy-looking cars that don't deliver the goods? Join the club! The true reason to buy a sporty coupe is for the driving experience. The acceleration. The cornering. The adrenaline. Everything else is just waiting.

Comfort and livability are secondary issues, merely things to make the lulls between peak driving experiences somewhat bearable. We give you the long-form answer on all that stuff in our normal road tests and comparisons. Here, on the pages you now hold in your sweaty, trembling hands, we give you the truly important, hardcore stuff. We present to you Bang for the Buck, the most comprehensive evaluation of all-out performance and dollar value you'll find anywhere, anytime. No other comparison—no, make that institution—cuts to the chase like Bang for the Buck.

This is our fourth installment of Bang, or B4B4, in *Motor Trend* internal shorthand. Bang pops up every couple years, or whenever there are enough new players out there to generate a good brawl. The premise is delightfully simple: We gather the best performance cars that have a functional price under $45,000, then drive the living hell out of them for four solid days. Functional price is what you'd pay if you bought a car equipped with only the options that made it perform better at the test track. We let the manufacturers decide what upgrades would be worth their extra cost in the harsh environment of Bang for the Buck.

The testing is extensive: Seven events measure acceleration, braking, and handling. An eighth category, called Fun Factor, puts our seven judging staff members in each car on a 1.1-mile road course to skid and slide, then we score each car on its grin-generation capability. This evaluation is done without regard to price, luxury, styling, utility, or the car's J.D. Power rating. If it feels good, it racks up big points. If it doesn't, it doesn't. The

THE BUCK!

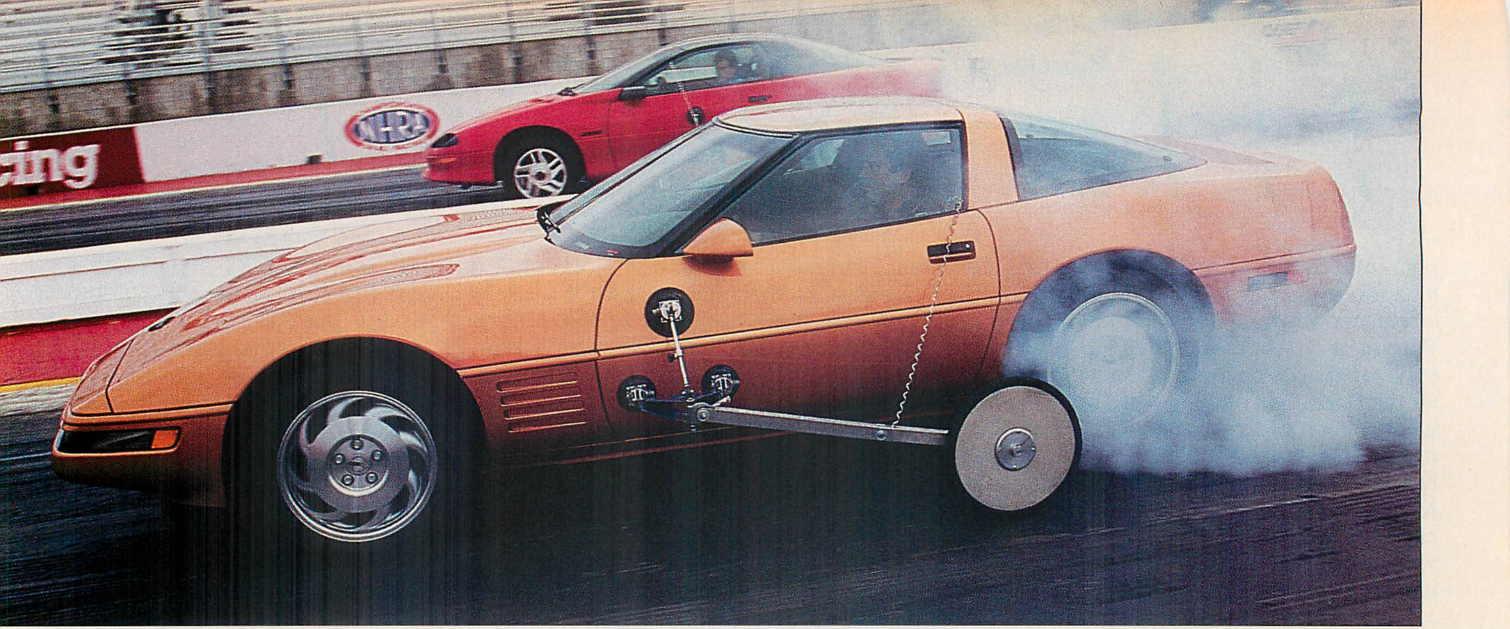
performance figures and Fun Factor ratings are averaged together to create a single performance score for each car. Then at last, price is factored in to determine which car delivers the most Bang for the Buck. End of story—and end of a whole bunch of tires, brake linings, and residual resale value. For more details on how the numbers are crunched, be sure to read the Scoring section of the article—but don't jump to it now because it will give away the identity of the triumphant winner.

The rules of engagement in B4B4 have remained essentially unchanged since the last time around. The event is open to any sub-$45,000 two-door car that meets our minimum performance requirements and is on sale about the time this issue hits the newsstands. We edged the price cap up this year, with the goal of ensuring that terrific cars like the Toyota Supra Turbo have enough head room to participate. We also specifically limited the entries to two-door models to keep the field pure and the competition close. The basic minimum performance requirements are the same: 0-60 mph in 7.6 seconds or less, maximum 60-0 braking distance of 140 feet or less, and a minimum slalom speed of 64.0 mph. And to ensure that we're dealing with cars available in reasonable quantity, a minimum of 1500 examples of the car must be available for sale in the U.S. in a 12-month period. To keep the contest to a reasonable size, only one example of a given model may participate.

Only a few manufacturers had cars that made the performance minimum but declined our invitation. The no-shows were the Dodge Stealth R/T Turbo, Nissan 300ZX Turbo, Mitsubishi 3000GT VR-4, and Pontiac Firebird V-8. Plenty more cars just missed *the* performance cut-off, but that's the whole point of Bang for the Buck. Here we have only the best—there's not a marginal performer in the lot.

Enough preliminaries. We all know why we're here. We've got 64 tires to ruin (not counting the truckload of spares) in just four days. Let's get to work!

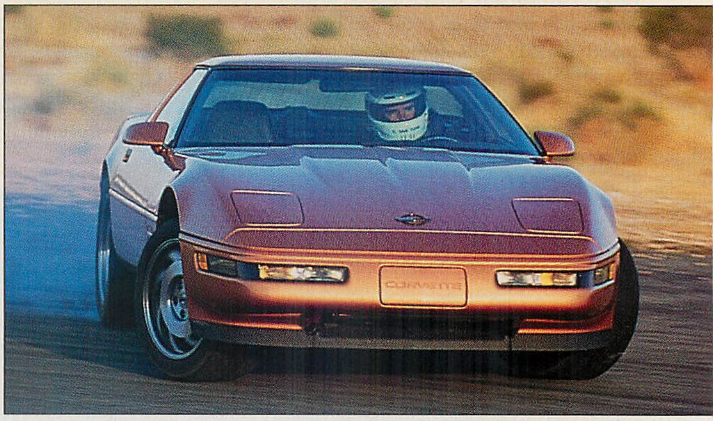
MOTOR TREND



Specifications

$36,185 base price
$38,780 functional price
2-door, 2-passenger
Front engine/rear drive
5.7-liter V-8,
OHV, 2 valves/cylinder
6-speed manual
300 hp @ 5000 rpm
340 lb-ft @ 3600 rpm
3309-lb curb weight
51/49 f/r weight distribution
Upper & lower control arm/
upper & lower control arm
suspension
275/40ZR17
Goodyear Eagle GS-C
Vented discs/discs, ABS

Chevrolet Corvette



The conditions couldn't have been much better. A straight, flat piece of pavement, just slightly downhill, a good 15-mph tail wind, and air temperature in the low 60s. The Corvette pulled out of the pit area onto the Honda Proving Center of California's 7.5-mile oval, accelerating hard through the gears on the 1.2-mile straight. Building velocity through the 2.6-mile U-turn at the west end of the facility, the Vette burst onto the back straight at better than 160 mph in fifth gear. (Sixth, the "fuel-economy" ratio, is simply too tall to pull the car to top speed.) The timing traps, a mile away, came into view as the digital speedometer settled on 166 mph, and the tach needle hung motionless at 5800 rpm. With a rip of atmosphere and a rumbling wave of exhaust, the Vette blew through the traps: 170.0 mph. To say the Corvette won the top-speed showdown is a gross understatement. The next closest car, the Camaro, was 10 mph behind.

Though the Supra beat the Corvette in both sprints and the RX-7 snuck ahead of it in the 0-60-mph contest, the fiberglass Chevrolet still boasts the favorite engine of most of our drivers. A big pushrod V-8 simply does a better job of providing exactly what you want, when you want it, than does any turbocharged powerplant.

In each test, the Corvette was in the lead group of cars; in braking, its worst event, it finished in the seventh spot—overshooting second place by just 3 feet. Our Z07-equipped Vette (the $2045 handling package) romped through the remaining tests, clicking off the typically impressive results that this Bowtie brute is rightfully famous for.

On the road course, it displayed composure and predictability as its 275/40ZR17 Goodyears clawed at the pavement. Handling is nicely balanced, but be advised that the throttle provides nearly as much directional control as the steering wheel at the cornering limit. This is as it should be. For the timid, a fine defeatable traction-control system is provided to take the keen edge off the Vette's reflexes. That edge, in fact, is probably why it ranked narrowly behind the Camaro in Fun Factor. The Vette can be a little intimidating at times.

There are flaws, of course. The brakes, though extremely powerful, faded dramatically after a few laps on the racetrack. Structurally, the Vette has a somewhat limber chassis and can't begin to approach the all-of-one-piece feel of the Supra, or its resultant finely tuned suspension action. Big on the outside, small on the inside, the Corvette is a packaging disaster. And this just in: It's expensive. But at 170 mph, it's hard to care.

> "For pure fun factor, there's nothing like a good ol' American V-8."

> "Easy to throw around, but this thing is all brute, with none of the finesse of the Supra."

Performance	Rank
0-60 mph (sec): 5.6	3
Quarter-mile acceleration (sec/mph): 14.0/102.9	2
60-0 mph braking (ft): 115	7
Slalom (mph): 68.3	5
Lateral accel. (g): 0.92	4
Top speed (mph): 170.0	1
Road course (lap time) (min:sec): 1:05.55	3
Fun factor (pts): 94.29	4
Overall performance score: 88.36	3

Toyota Supra Turbo

Specifications
$44,100 base price
$44,485 functional price
2-door, 4-passenger
Front engine/rear drive
3.0-liter I-6, DOHC, 4 valves/cylinder, twin turbos/intercooled
6-speed manual
320 hp @ 5600 rpm
315 lb-ft @ 4000 rpm
3215-lb curb weight
51/49 f/r weight distribution
Upper & lower control arm/ upper & lower control arm suspension
235/45ZR17//255/40ZR17 Michelin Pilot SX
Vented discs/vented discs, ABS

As the chest-thumping horsepower king of the competition, the Toyota Supra was run ragged during our week-long battery of abusive tests—but just one thing: The Supra never got ragged. The silky engine and rugged driveline never faltered, and the clutch never got soft. And this 320-horsepower missile smoked everything else in the acceleration tests—beating the second-place Vette in the quarter mile by a whopping 0.5 second. Most cars went home on the final day with squishy brake pedals and fried pads. The Supra's brakes felt new. So did its Michelin Pilot SX tires. Few cars handled quite right on that last day, but the Supra was as grippy and balanced at the final afternoon's racetrack photo session as it had been all week.

The Supra's structural integrity left our drivers slack-jawed. The high loadings of the racetrack elicit squeaks, groans, and clunks from the over-taxed structure of most cars. The Corvette, for example, feels only loosely tied together, as if its various components aren't so much directly connected, as they are flying in close formation. By comparison, the Supra feels, to the seat of the pants, to be milled from a solid billet of titanium. This is the feeling of fine engineering. It's also the feeling of money: At $44,485, the Supra is the most expensive car here. All our drivers think it's worth it, however.

It comes as no surprise that the Toyota copped the Fun Factor balloting. Its great stability charmed even those drivers who approach powerful rear-drive cars with caution. The Supra goes where it's pointed, as the saying goes, and provides ample warning of imminent oversteer. Of course you can leave the traction-control system on if you want the docile manners of a Corolla, but what fun would that be?

No faults worth mentioning could be found in the Supra's chassis dynamics. The suspension performs as exactly as it should, and its supple, coordinated character helps this rather large automobile feel only a little bigger than the diminutive RX-7. The Supra's vibrationless twin sequential turbocharged straight-six has immense mid-range and top-end power, coupled with a progressive, non-intimidating boost curve.

The Supra racked up an enviable score card. It won three test categories outright and never finished worse than fourth. But for a speed-limiting device that capped the Toyota's top speed at 153.6 mph, the Supra Turbo would likely have been ranked the Top Performer overall.

"A great car for building confidence—feels much more predictable than the Camaro, Vette, or Mustang."

"I'd choose this over everything here, even at its current price. I'd even walk right past a new ZR-1 discounted to $40,000 to grab the Toyota keys."

Performance	Rank
0-60 mph (sec): 5.1	1
Quarter-mile acceleration (sec/mph): 13.5/107.1	1
60-0 mph braking (ft): 112	2
Slalom (mph): 68.5	4
Lateral accel. (g): 0.97	2
Top speed (mph): 153.6	4
Road course (lap time) (min:sec): 1:05.26	2
Fun factor (pts): 97.29	1
Overall performance score: 93.39	2

Specifications
$21,195 base price
$22,370 functional price
2-door, 4-passenger
Front engine/front drive
2.5-liter V-6, DOHC, 4 valves/cylinder
5-speed manual
164 hp @ 5600 rpm
160 lb-ft @ 4800 rpm
2699-lb curb weight
63/37 f/r weight distribution
MacPherson strut/ multi-link suspension
205/55VR15 Bridgestone Potenza RE 71
Vented discs/discs, ABS

Mazda MX-6 LS

Look at its raw stats, and the MX-6 LS seems like a car that should get its rear bumper handed to it in Bang for the Buck. Come on, this thing has the same guts as the Probe, runs on narrower tires, and carries an extra $6000 worth of fat? That's like entering an ironman triathlon with a boat anchor hanging around your neck.

Yet the MX-6 became something of a folk hero during test week. Much in demand for between-venue driving due to its comfortably luxurious road manners, it was an island of calm sophistication in a sea brimming mostly with rowdy, crank-window penalty boxes. And in many of the tests, the Mazda proved there was quarter-horse muscle under its curving flanks. It tied for second place in braking, then exhibited remarkable agility and composure to finish third in the slalom. The skidpad found it holding down fifth spot, ahead of a pack of "serious" sports cars—all yapping at its heels like a bunch of jackals.

"This car is an undiscovered jewel; why it's not more popular is a mystery."

"The MX-6 exhibits crisp turn-in despite its smaller-than-Probe tires, and it has a good feeling of balance."

On the road course, the MX-6 ranked eighth in Fun Factor (but clear back in 11th in lap time), making it the most-loved front-drive car in the field. Comment sheets read like they were scribbled by Mazda stockholders, with raves about the accurate, communicative steering feel, the softly compliant (but always controlled) suspension, and the silky (if a little slow) V-6 engine. Though running on comparatively skinny 205/55VR15 tires, the Mazda outstuck the 225-shod Probe, and proved that precise, forgiving handling need not come at the expense of ride quality.

The Mazda's downfall is a functional price of $22,370. That figure, however, is made more palatable when you consider the LS' high level of standard equipment. Virtually all the electrical conveniences are present and accounted for, along with a six-speaker sound system and a power sunroof. The only truly functional option on our car, ABS, was responsible for just $800 of the total. If that's all stuff you want to have anyway, then the price looks more reasonable. This, however, is Bang for the Buck, and we're looking for the most for the least.

Our findings? Mazda's MX-6 offers a surprising amount of bang, albeit at the cost of an equally significant stack of bucks.

Performance	Rank
0-60 mph (sec): 7.6	16
Quarter-mile acceleration (sec/mph): 15.8/88.6	12
60-0 mph braking (ft): 112	2
Slalom (mph): 68.9	3
Lateral accel. (g): 0.90	5
Top speed (mph): 134.0	9
Road course (lap time) (min:sec): 1:09.39	11
Fun factor (pts): 85.00	8
Overall performance score: 68.41	6

Specifications
$16,779 base price
$17,413 functional price
2-door, 4-passenger
Front engine/rear drive
5.7-liter V-8, OHV, 2 valves/cylinder
6-speed manual
275 hp @ 5000 rpm
325 lb-ft @ 2400 rpm
3424-lb curb weight
56/44 f/r weight distribution
Upper & lower control arm/ live axle suspension
245/50ZR16 Goodyear Eagle GS-C
Vented discs/vented discs, ABS

Chevrolet Camaro Z28

The Camaro had one weak event: It only pulled 0.88 lateral g on the skidpad, which was merely good for eighth place. For shame.

Now with the tragic bad news out of the way, let's cover the good stuff, which in this car's case is commonly known as everything else. The Camaro finished fifth or better in the rest of the events; whenever there was a brawl for top honors, the Chevy was in there slugging it out with cars that in some cases cost twice its $17,413 asking price.

The Camaro can mix it up with the tough guys because it's loaded with tough-guy stuff. It rolls on gummy 245/50ZR16 Goodyear GS-Cs (a must-have $144 option, or else the car is fitted with a speed limiter). Its 5.7-liter V-8 is the same basic engine you'll find in the Corvette, only in this application it's rated at 25 horsepower less, peaking at a grand total of 275 horses at 5000 rpm. That makes the Camaro slower than the Vette, but not by much. Our Z28 thundered to 60 mph in 5.7 seconds, just 0.1 second behind the Vette. At 14.2 seconds in the quarter mile, the Camaro was just 0.2 second behind—and only about 0.7 second behind the field-leading Supra. This here's a fast car, with the right sound effects to go along with it. If anything, the Camaro drums up even more thunder than the Vette, which happens to mesh with this muscle-car's persona just fine. Rip through the six-speed gearbox, and you won't ever want to park the thing. We didn't.

"It's the best performance value of not only 1994, but of my lifetime!"

"Sure the Z28 lacks finesse—so does a 12-gauge riot gun—but it still blows the hell out of most anything that gets in its way."

There's more to the Z28 than just rumble and lunge, however. Stopping power from the extremely fade-resistant four-wheel discs (ABS is standard) is phenomenal, and the car's cornering instincts are hard to fault. There's plenty of grip, and the chassis balance delivers good control. Oversteer is a no-cost option on the Camaro; just squeeze on the amount you want and mind your steering. The Z28 is a progressive, predictable slider on a smooth racetrack (less so if you're on rough pavement). Fun Factor practically pegs the meter.

True, the Camaro lacks refinement. It doesn't have the tight chassis feel of some of the other cars (all of 'em more expensive, by the way), and you can detect occasional unwanted gyrations from the live rear axle as it struggles to keep the fat Goodyears planted. Those tires sometimes rub on the wheelwells when you pitch it through 95-mph dips at the limit of cornering adhesion, and the shift linkage is a little stiff. All of this pales when you consider the price.

As one editor wrote in his logbook, "The Camaro Z28 isn't the poor man's Corvette—it's the thinking man's Corvette."

Performance	Rank
0-60 mph (sec): 5.7	4
Quarter-mile acceleration (sec/mph): 14.2/98.8	4
60-0 mph braking (ft): 112	2
Slalom (mph): 68.3	5
Lateral accel. (g): 0.88	8
Top speed (mph): 159.3	2
Road course (lap time) (min:sec): 1:06.42	4
Fun factor (pts): 94.86	3
Overall performance score: 84.89	4

BMW 325is

Specifications
$32,200 base price
$34,055 functional price
2-door, 5-passenger
Front engine/rear drive
2.5-liter I-6, DOHC, 4 valves/cylinder
5-speed manual
189 hp @ 5900 rpm
181 lb-ft @ 4200 rpm
3086-lb curb weight
51/49 f/r weight distribution
MacPherson strut/ multi-link suspension
225/55VR15 Goodyear Eagle GSN
Vented discs/discs, ABS

The BMW 325is finished dead last in Bang for the Buck—and we didn't want to stop driving it. You see, the 325is is in a class of one in this comparison. It's the most luxury-oriented GT coupe in this mix, so it comes to the fray carrying a lot of baggage that doesn't help it trip the timing lights a bit sooner, stuff that in fact runs the price up to more than twice the cost of the cheapest car in the field.

How can we love a racetrack underachiever like that? Easy. It's a great car. Overall, the BMW's performance in our tests slotted it about mid-field against a crew of the toughest price-engineered cars available in America. This, while hauling along a real back seat, big trunk, and drive-all-day ergonomics. But the numbers don't tell the whole story. In fact, it wasn't until the Streets of Willow lapping began that the BMW began winning drivers over. Expectations were low: The tall BMW rides on big fluffy-looking touring Goodyears, and with only a 2.5-liter six under the hood, acceleration should be subdued at best. Compared to the Corvette or Supra, this seems pretty tame.

"The BMW doesn't have the high-performance envelope of the other rear-drive cars here, but it's a fun car to flog through the curves nonetheless."

"Wow, surprised me! The BMW is very nimble and doesn't do anything bad on the road course."

But when you strap in and pull onto the track, a remarkable transformation occurs. The BMW hooks into all the right pleasure centers; the steering is alive with feel, and the finely balanced chassis can be shepherded around in an efficiently neutral attitude, or flung sideways in the corners with wild abandon. It's all up to you. The suspension travel feels bottomless compared to the stiff-legged ground-huggers in this field, but the BMW never gets wallowy or sloppy. The four-wheel discs seem immune to fade, and the ABS steps in at just the right moment. Its mid-field lap time reveals that the BMW's capabilities aren't particularly dramatic, but what's there is easy to use and eminently satisfying.

With a peak output of 189 horsepower, no neck brace will be required to pilot the 325is. But like the rest of the car, the powertrain's message is one of quality, not quantity. The powerband is broad, with a satin-like texture from idle to the 6200-rpm redline.

Complaints were minor. The shift linkage is a bit vague, and the reverse gate would be better placed to the right of the pattern, instead of on the left where it can occasionally interfere with frantic downshifting to the lower gears. And lastly, more than one driver had occasional elbow interference problems with the console.

The BMW will never make it as a cut-rate blue-light special. But as a practical luxury GT car with satisfying sporting capabilities, it's a hell of a buy.

Performance	Rank
0-60 mph (sec): 7.2	10
Quarter-mile acceleration (sec/mph): 15.9/88.6	16
60-0 mph braking (ft): 114	6
Slalom (mph): 65.8	16
Lateral accel. (g): 0.88	8
Top speed (mph): 126.3	15
Road course (lap time) (min:sec): 1:08.64	8
Fun factor (pts): 87.14	7
Overall performance score: 63.13	9

Eagle Talon TSi

Specifications
$17,300 (est.) base price
$18,330 (est.) functional price
2-door, 4-passenger
Front engine/front drive
2.0-liter I-4, DOHC, 4 valves/cylinder, turbocharged/intercooled
5-speed manual
210 hp @ 6000 rpm
214 lb-ft @ 3000 rpm
2877-lb curb weight
62/38 f/r weight distribution
Upper & lower control arm/ multi-link suspension
205/55HR16 Goodyear Eagle RS-A
Vented discs/vented discs, ABS

The swift, sexy coupes that roll out of the Diamond-Star plant in Normal, Illinois, have been perennial favorites among bargain-hunting enthusiasts. The Plymouth Laser RS Turbo beat 15 cars to win our last historic episode of Bang for the Buck. Although the Laser has been discontinued for '95, the freshly redesigned '95 Eagle Talon joins its fraternal twin, the Mitsubishi Eclipse, in carrying forth that proud tradition. Both manufacturers offer the same basic car in front- and all-wheel-drive configuration, but in the interest of keeping the price down to an absolute minimum, they decided to enter their less-expensive two-wheel-drive turbo variants in B4B4. Of the two, the Talon TSi carries a lower level of standard equipment and a lower price.

The Talon's turbocharged 2.0-liter four-cylinder engine now makes 210 horsepower, up from the 195 horses of old. Acceleration times reflect the boost in thrust. The Talon and Eclipse tied for sixth place in the 0-60 sprint (6.4 seconds) and the Talon (15.1 seconds) was just behind the Eclipse (15.0) in the quarter-mile dash. The smooth-running turbo powerplant is the same as it ever was, only stronger, and now it's mated to a revised five-speed manual with an excellent shift linkage. Don't be deceived by the Talon TSi's mild 130-mph top speed shown on the chart here. The car has the power to run 145 mph; however, a limiting device (not fitted to our pre-production tester) kicks in to keep from over-speeding the H-rated tires that come on front-drive Talons and Eclipses. The 130-mph figure was used for scoring purposes.

That strong, progressive power is largely responsible for the Talon's seventh-place ranking in the road-course lapping. The Eagle builds velocity with ease, indicating over 90 mph as it carves a delightful four-wheel drift through the kink in the Streets of Willow's front straight. The chassis never does anything surprising. There's the typical front-drive understeer at the limit, but no evil tendencies. Still, the steering lacks the communicative feel you find in the Mazda MX-6, and there's occasional sharp kickback through the wheel over bumps in high-g corners. The Talon spins its inside tire enthusiastically when you accelerate out of tight turns, which makes for more understeer and a reduced drive down the straightaways. One final gripe: The tight cockpit had some drivers complaining of interference between the steering wheel and their hands and legs.

The Verdict? The Talon TSi is a better car than the Laser that won our last installment of Bang for the Buck. But a price that has crept up $3000 and ever-toughening competition have eased it out of the hunt for top honors.

> "Great smoothness and strong performance from a relatively small motor."

> "Handling is mostly a case of understeer on the racetrack—that means it's safe and predictable, but a little boring."

Performance	Rank
0-60 mph (sec): 6.4	6
Quarter-mile acceleration (sec/mph): 15.1/91.2	7
60-0 mph braking (ft): 123	12
Slalom (mph): 66.6	12
Lateral accel. (g): 0.87	10
Top speed (mph): 130.0	13
Road course (lap time) (min:sec): 1:08.41	7
Fun factor (pts): 76.71	13
Overall performance score: 62.45	11

Specifications

$34,000 base price
$36,375 functional price
2-door, 2-passenger
Front engine/rear drive
1.3-liter, twin rotary, twin turbos/intercooled
5-speed manual
255 hp @ 6500 rpm
217 lb-ft @ 5000 rpm
2800-lb curb weight
50/50 f/r weight distribution
Upper & lower control arm/upper & lower control arm suspension
225/50ZR16 Pirelli P Zero
Vented discs/vented discs, ABS

Mazda RX-7 R2

MOTOR TREND

Run your retinas over the chart here, and you'll only know half the story. You'd miss the human drama: The adrenaline-addled screams, the hoots of glee, the low grunts as seatbelts dig into slightly pudgy middle-aged bodies while g-loads peak, reverse, then reverse again. The numbers tell you what the RX-7 does, but they can't tell you what it's like to actually live it. We can't either. We're speechless. But we're professionals, so we'll take a swipe at it anyway.

Mass, or more accurately, the lack of it, is what makes the RX-7 an unforgettable car. By building the car in three-quarter scale—at least as compared to cars like the Supra and Corvette—mass was kept in check. Here, less is more. The driving ergonomics are good, but necessarily compact. Some of our drivers wished for an adjustable steering column, but the tallest fit without serious complaint.

"Though the RX-7 is the fastest around the road course, it's also among the easiest to drive."

"Great brakes sustain lap after lap of contributions to global warming."

The new R2 chassis package combines all the agility of the old R1 setup, but with much more livable suspension calibrations. Even between test venues, drivers were raving about the car. On the racetrack, they lapsed into giddy delirium. Acceleration is breathtaking from medium rpm on up. The positive gearbox makes it easy to keep the engine leaning into its load. You quickly learn the boost characteristics, and the motor delivers as anticipated. Still, this twin sequentially turbocharged 255-horsepower rotary rocket is no big-inch V-8 in terms of low-rpm torque; if you try to drive it like one, your grin quotient will suffer. Though exceptionally quick to 60 mph, at higher velocities, the RX-7's acceleration fades a little more quickly than the Supra and Corvette.

The Mazda responds eagerly to a driver-aggression level bordering on maniacal. The powerful fade-resistant brakes let you run it deep into corners before popping the 'chute, then the car turns in with comforting accuracy. Peak cornering loads are just short of 1.0 g, so you'd best have your fuzzy dice lashed to the rearview mirror with steel cable. Squeeze on the power fully at the apex, and the RX-7 eases into scrumptious full-bodied oversteer. Of all the cars in Bang for the Buck, the Mazda is the only one that truly feels like a racecar: Lean, elemental, direct—it's the near-perfect balance of stability and responsiveness. But for the Supra's tremendous powerplant, the RX-7 would've without a doubt won the Fun Factor balloting.

Never mind. The Mazda exacts its revenge on the Toyota by winning the title of Top Performer for the second time in as many Bangs.

Performance	Rank
0-60 mph (sec): 5.3	2
Quarter-mile acceleration (sec/mph): 14.1/99.9	3
60-0 mph braking (ft): 113	5
Slalom (mph): 69.8	1
Lateral accel. (g): 0.98	1
Top speed (mph): 158.6	3
Road course (lap time) (min:sec): 1:04.98	1
Fun factor (pts): 95.14	2
Overall performance score: 93.98	1

Ford Probe GT

The Ford people looked over the rules of engagement for Bang for the Buck, thought hard, then entered a Probe GT ideally equipped for the challenge. Our car had just a single preferred equipment package (which we ignored in our price calculations, since it was composed entirely of luxury stuff). The ABS option was *also left off our car*; though we recommend it for all types of street use, in the pure test-track environment of B4B4, it doesn't help enough to offset its added cost. The result was a Probe GT with a functional price of just $16,365—the second cheapest car in the entire field. And you get a whole heap of car for the money. Underneath the dramatic bodywork are the same mechanicals as the luxuriously loaded Mazda MX-6 LS, which has a functional price $6000 higher.

So we know it's attractively priced, but how does it work? Just swell. Along with the MX-6, the Probe was at the leading edge of the pack of front-drive cars in the handling tests. It circulated the skidpad at 0.89 g with mild understeer. It zig-zagged through our 600-foot slalom course at better than 67 mph, and its powerful, easy-to-control disc brakes stopped it from 60 mph in 119 feet. These are all solid performances.

The powerplant, a creamy-smooth 2.5-liter V-6 that's a pleasure to use on the street, comes up a little short on peak performance in the wide-open spaces of the test track. Its 164 horses drive the Probe from a standing start to 60 mph in 7.5 seconds (15th place), and motor it through the quarter mile in 15.8 seconds (12th place). Flat out, the Probe goes better than 133 mph. These numbers are plenty invigorating, but they don't stand up to some of the over-achievers in this comparison.

Everybody got a charge out of the Probe on the road course. Good grip and accurate, nicely weighted steering made it easy to place in the turns. The suspension setup is stiffer than that of its cousin the MX-6, which lends the Probe a sporty feel, but no measurable benefit. With its soft but controlled ride and better steering feedback, the MX-6 earned slightly higher marks in Fun Factor. Interestingly, these two siblings were the highest-ranking front drivers in this test category, even though they're about the slowest-accelerating cars in the comparison. Proof, once again, that there's a lot more to a sports car than raw acceleration.

Specifications

$16,015 base price
$16,365 functional price
2-door, 4-passenger
Front engine/front drive
2.5-liter V-6, DOHC, 4 valves/cylinder
5-speed manual
164 hp @ 6000 rpm
160 lb-ft @ 4800 rpm
2921-lb curb weight
63/37 f/r weight distribution
MacPherson strut/multi-link suspension
225/50VR16 Goodyear Eagle VR50
Vented discs/discs

"Good power, but not as steamy—or as fun—as the Diamond-Star cars."

"The Probe is a sporty car, not a muscle-car. It's easy to drive quickly, with no evil tendencies to get a novice into trouble."

Performance	Rank
0-60 mph (sec): 7.5	15
Quarter-mile acceleration (sec/mph): 15.8/87.2	12
60-0 mph braking (ft): 119	9
Slalom (mph): 67.2	8
Lateral accel. (g): 0.89	6
Top Speed (mph): 133.2	10
Road course (lap time) (min:sec): 1:09.65	14
Fun factor (pts): 83.57	9
Overall performance score: 62.28	12

Specifications
$27,588 base price
$29,383 functional price
2-door, 2-passenger
Mid-engine/rear drive
2.0-liter I-4, DOHC, 4 valves/cylinder, turbocharged/intercooled
5-speed manual
200 hp @ 6000 rpm
200 lb-ft @ 3200 rpm
2657-lb curb weight
47/53 f/r weight distribution
MacPherson strut/ MacPherson strut suspension
195/55VR15//225/50VR15, Yokohama A-022
Vented discs/vented discs, ABS

Toyota MR2 Turbo

This MR2 Turbo might look like a clone of the one that participated in our last B4B and might even bear a striking resemblance to the Turbo that won our second installment of the competition in 1990. It should, because besides a few well-chosen engineering improvements and a higher level of standard equipment, there's only one major difference: the price. The Bang-winning '90 model had a functional price of $18,563; but by '92 when it finished in second place, it had crept up to $21,513. This year's contender sits at $29,383. You could knock a little off that if you like, since this time our particular MR2 is loaded down with $1410 worth of functional options (ABS and a limited-slip differential), but the upward trend is obvious and profound. The reason is partly that tiresome dollar/yen thing, and partly because the MR2 Turbo comes with a long list of standard features, since that's the way buyers want 'em.

Once our drivers powered through sticker shock, they rediscovered what a wonderful sports car the MR2 Turbo is. It's the only mid-engined car in the field, which gives the Toyota the ambiance of an exotic. It has the performance of an exotic, too. Most tests found it in the lead pack; it won braking outright with a 107-foot stop from 60 mph, was second in the slalom, and third on the skidpad. It's worst placing was sixth in top-speed testing, where it logged a still-impressive 143.8 mph. Think of it as a baby Ferrari for 20 percent of the price.

The seats are supportive, and the controls work as you'd expect. There are wickedly strong, fade-resistant brakes and a positive short-throw shifter. With the recently redesigned rear suspension, the Turbo now has stability in equal measure to its responsiveness. The chassis balance is set neutral—the Yokohamas gradually run out of grip at all four corners at about the same time. You can kick the tail out a bit on corner exit with heavy throttle, but the Toyota's inclination is to rip around the track in a less flamboyant manner. That efficiency netted it a road-course lap time nearly as good as the Camaro's, and quicker than three more powerful cars.

The days of a lean, stripped-down MR2 Turbo (and a price to match) are gone, but the car continues to deliver tremendous capabilities and high thrill value; so much so, in fact, that just one car in this competition delivers more Bang for the Buck.

> "What a hoot! The MR2's limits are a little lower than those of the monster cars, but this is pure fun."

> "Has a tight, true sports-car feel with enough power to keep things interesting."

Performance	Rank
0-60 mph (sec) 6.2	5
Quarter-mile acceleration (sec/mph) 14.8/93.5	5
60-0 mph braking (ft): 107	1
Slalom (mph): 69.2	2
Lateral accel. (g): 0.94	3
Top speed (mph): 143.8	6
Road course (lap time) (min:sec): 1:06.57	5
Fun factor (pts): 92.29	5
Overall performance score: 84.85	5

Ford Mustang GT

MOTOR TREND

Specifications
$17,280 base price
$19,160 functional price
2-door, 4-passenger
Front engine/rear drive
5.0-liter V-8, OHV, 2 valves/cylinder
5-speed manual
215 hp @ 4200 rpm
285 lb-ft @ 3500 rpm
3258-lb curb weight
56/44 f/r weight distribution
MacPherson strut/ live axle suspension
225/50ZR16 Firestone Firehawk SVX
Vented discs/discs, ABS

Buyers are responding enthusiastically to the new, more refined, Mustang, but in the "What'll she do?" atmosphere of Bang for the Buck, we figured the Mustang GT would have a tough fight on its hands. We were only partly right.

The Mustang has become more expensive since its last appearance as an LX model in Bang No. 3. Nowadays, the V-8 engine can only be had in GT trim, with a mandatory Preferred Equipment Package that includes ABS and air conditioning, among other things. You pay almost four grand more for the new car as compared to the price of the old, stripped-down LX, but you get a whole heap of good equipment for your money.

The Mustang offered respectable, mid-pack numbers in most of the tests. In its strongest event, top speed, the GT circled Honda's desert oval to trip the timing lights at just over 145 mph, netting it a fifth-place finish. On the flip side, the Mustang's worst finish—14th—was in 60-0-mph braking. Its ABS-assisted distance of 125 feet is quite good compared to regular passenger cars, but the Bang field is by no means made up of regular passenger cars.

"The Mustang feels like a street car, not a racer. The suspension is soft, but surprisingly composed."

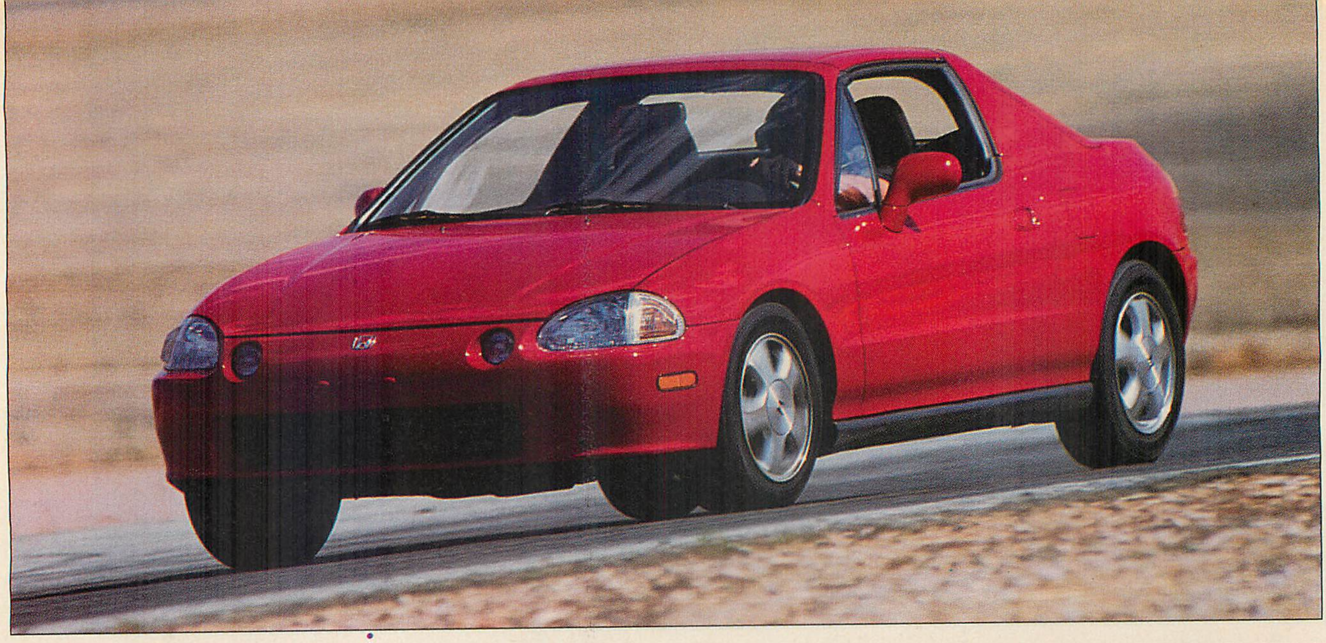
"Not the same pressed-against-your-seatback thrust as the Camaro, but this thing has plenty of useable power and well-staged gearing."

Acceleration testing showed the GT to be commendably quick. The trip to 60 mph took just 6.7 seconds, and the quarter mile was dispatched in just over 15 seconds. The GT's 215-horsepower 5.0-liter V-8 has great flexibility and power, but it's 105 ponies behind the strongest car here.

We were pleasantly surprised on the road course. Although the Mustang's chassis has initial understeer as its Firestone Firehawk SVX's reach their limit (0.86 g on the skidpad), under throttle, the balance shifts toward neutrality, then to progressive oversteer. The Mustang is easy to control and quite predictable. The Traction-Lok axle could do a little better job of keeping the inside rear wheel hooked up, however. The comparatively soft suspension settings work to the car's advantage; the new Mustang has none of the wacky chassis gyrations of the old version, and for the most part, a driver would be hard pressed to point out any live-axle mischief.

The Mustang was 2.86 seconds out of first place in the timed road-course lapping—a lifetime to a racer, but less significant to a street driver—provided the car feels right. And the Mustang feels pretty darn right. Fun Factor scoring put it in sixth place, just ahead of the BMW. In the final tally, the Mustang finished fourth overall—remarkably, two places ahead of the old, far-cheaper LX that participated in our last Bang.

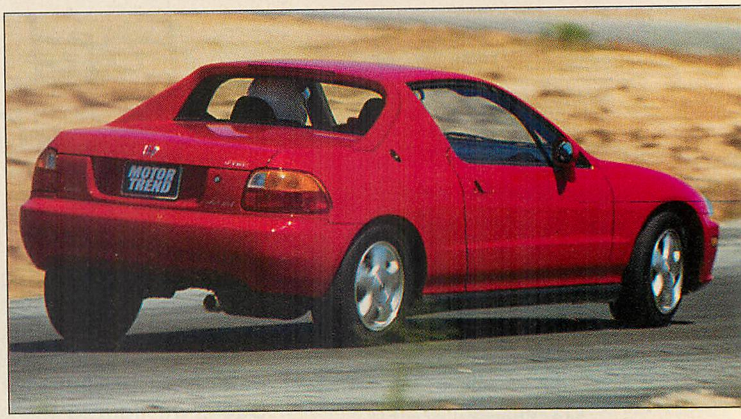
Performance	Rank
0-60 mph (sec): 6.7	8
Quarter-mile acceleration (sec/mph): 15.1/92.8	7
60-0 mph braking (ft): 125	14
Slalom (mph): 66.8	11
Lateral accel. (g): 0.86	13
Top speed (mph): 145.4	5
Road course (lap time) (min:sec): 1:07.84	6
Fun Factor (pts): 87.57	6
Overall performance score: 66.90	7



Specifications

$17,500 base price
$17,850 functional price
2-door, 2-passenger
Front engine/front drive
1.6-liter I-4,
DOHC, 4 valves/cylinder
5-speed manual
160 hp @ 7600 rpm
111 lb-ft @ 7000 rpm
2491-lb curb weight
62/38 f/r weight distribution
Upper & lower control arm/
upper & lower control arm
suspension
195/60VR14
Michelin XGT V4
Vented discs/discs

Honda del Sol VTEC



VTEC is a Honda acronym that stands for Variable valve Timing and lift Electronic Control. What it means to drivers is big-engine power out of a small powerplant. A smog-legal production engine packing just 1.6 liters of displacement and no super- or turbocharger simply doesn't make 160 horsepower—unless it's the hot-blooded, little inline-four in the del Sol VTEC. The VTEC performs similarly to a conventional small DOHC four in the lower-rpm ranges, but as the revs rise, and most conventional engines find themselves short of breath, this motor just keeps on building. Peak horsepower hits at 7600 rpm, and more telling, peak torque arrives at 7000 rpm—the Honda does its best work at speeds where most other engines are turning into shrapnel.

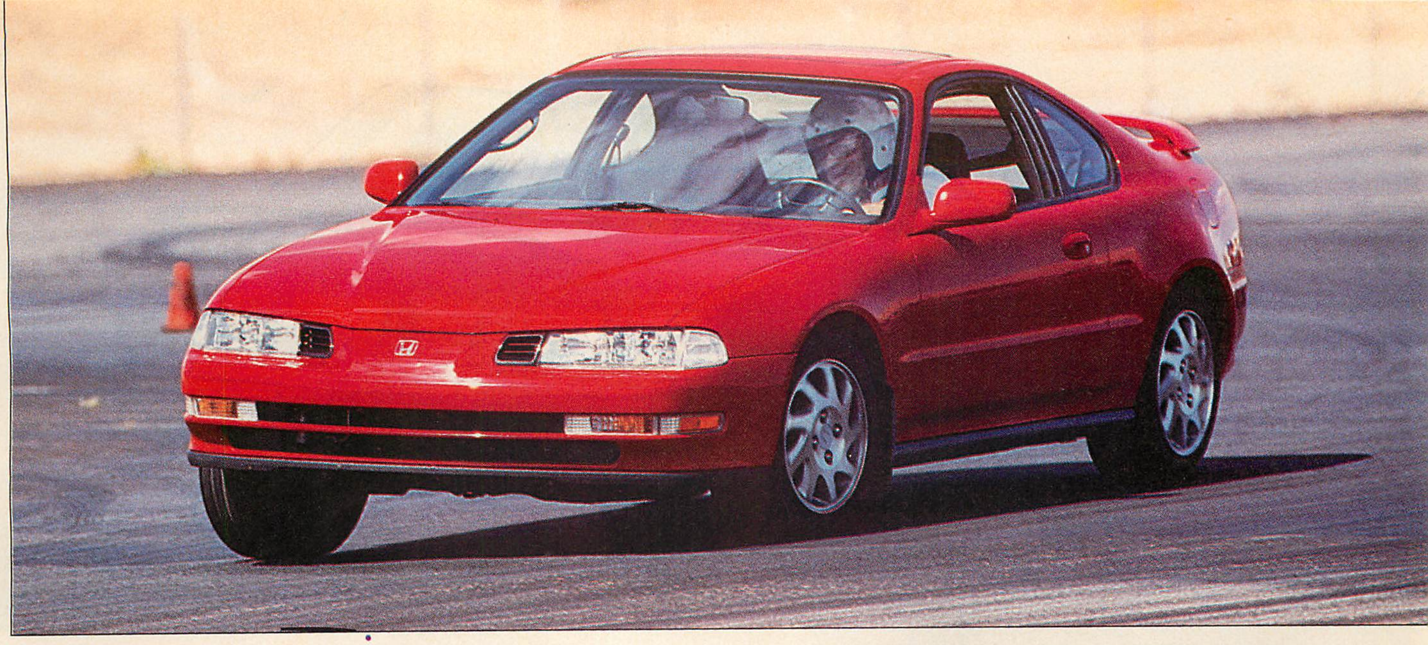
> "Good turn-in and ready power in the meaty part of the powerband lets the del Sol launch out of the corners at full gallop."

> "Although not up to the testosterone level of this group's power lifters, the spunky Honda is still a kick."

To squeeze all the go-juice out of the del Sol, you have to aggressively run it up to its 8200-rpm redline in each gear, something made all the more enjoyable by a light and precise shift linkage. You'll get plenty of opportunity to savor it, since the Honda's close-ratio, short overall gearing means that the car requires a few extra shifts per lap. It's plenty quick, too, as evidenced by a 7.4-second 0-60 time. Surprisingly, though, the Honda's top speed only equals that of the less powerful Nissan Sentra SE-R, something that should leave Sunday-morning aerodynamicists shaking their heads in bewilderment.

Our drivers universally praised the Honda's efficiently snug cockpit and supportive seats. Front-drive fans got a charge out of its nimble steering and throttle-responsive chassis in the turns. Its handling and braking numbers ranked toward the back of the pack, however, and worked together to keep the Honda far out of the running in the Streets of Willow lap-time showdown. Its fade-resistant non-ABS four-wheel discs demand careful modulation because they can lock; once they do, they require a moment to spin back up upon brake release. Dynamically, the del Sol acts up a bit when whipped into a frenzy. Sharp transitions make the back end step out of line, and excessive power goes up in smoke and noise from the inside front tire upon corner exits. Still, our little red del Sol has many supporters. It scored mid-pack among the front-drivers in Fun Factor, which is a fine accomplishment for a car with the smallest normally aspirated engine and one of the lowest prices in this competition.

Performance	Rank
0-60 mph (sec): 7.4	13
Quarter-mile acceleration (sec/mph): 15.8/89.1	12
60-0 mph braking (ft): 126	15
Slalom (mph): 66.2	14
Lateral accel. (g): 0.87	10
Top Speed (mph): 131.1	11
Road course (lap time) (min:sec): 1:10.03	15
Fun factor (pts): 79.71	12
Overall performance score: 55.83	15



Honda Prelude VTEC

Specifications

$24,500 base price
$24,850 functional price
2-door, 4-passenger
Front engine/front drive
2.2-liter I-4, DOHC, 4 valves/cylinder
5-speed manual
190 hp @ 6800 rpm
158 lb-ft @ 5500 rpm
2932-lb curb weight
63/37 f/r weight distribution
Upper & lower control arm/ upper & lower control arm suspension
205/55VR15 Michelin XGT-V4
Vented discs/discs, ABS

Honda assaulted Bang for the Buck with a triad of VTEC-powered cars. This technology lets small engines act like big ones, by providing just the right valve lift and timing for any engine speed from idle to orbit. That means lots of air moves through the engine, and proper airflow equals power, friends. All the VTEC powerplants have high redlines to capitalize on this free, high-rpm breathing. The Prelude's engine (at 2.2 liters) is the largest of the VTEC bunch, and by necessity has the lowest redline. Still, when you see a big, empty tach face with the redline sitting way up at 7200 rpm, you know you're in for a good time.

To the accompaniment of fine sound effects, most of the Prelude's power is tucked away in the upper end of the rpm scale. Down low, the engine is willing, but not dazzling. A precise and fluid shifter makes the constant shifting required for top-of-the-tach driving seem like more treat than chore. One complaint: Like so many of the powerful front-drive cars here, the Prelude spins its inside tire as the car squirts out of tight turns at full song. A limited-slip differential should be the next thing on Honda engineers' wish list.

In six evaluation categories, the Prelude ran about mid-field, which is impressive in this high-caliber group. But in the slalom, the Honda was among the tail-enders, and in braking, it had the dubious distinction of finishing last, with a 60-0 distance of 131 feet—over a Cadillac Brougham-length out of first place. Under the continuous pounding of the road course, however, the brakes redeemed themselves with strong fade-resistance and effective but unobtrusive ABS (standard on the VTEC).

There was praise for the driving position from most quarters, balanced by an equal measure of contempt for the hard-to-read instrumentation. The car has a tight, athletic feel on the track that makes it fun to drive at tire-sliding speeds and leaves few traps for the unwary. It was among our favorite front-drive cars for ripping around the Streets of Willow, and more than one driver praised its handling balance and adjustability in the turns. There wasn't much praise for the price however, which, at almost $25,000, is the Prelude VTEC's biggest drawback in Bang for the Buck.

"Very forgiving if you get into trouble. Just lift off the gas, and the Prelude gathers itself up."

"More eager to pull down low than the del Sol or Integra, the biggest VTEC is also the best."

Performance	Rank
0-60 mph (sec): 7.2	10
Quarter-mile acceleration (sec/mph): 15.1/93.1	7
60-0 mph braking (ft): 131	16
Slalom (mph): 66.6	12
Lateral accel. (g): 0.89	6
Top Speed (mph): 140.3	7
Road course (lap time) (min:sec): 1:09.00	9
Fun factor (pts): 83.14	10
Overall performance score: 61.24	13

Nissan Sentra SE-R

SPECIFICATIONS
$14,249 base price
$14,629 functional price
2-door, 5-passenger
Front engine/front drive
2.0-liter I-4, DOHC, 4 valves/cylinder
5-speed manual
140 hp @ 6400 rpm
132 lb-ft @ 4800 rpm
2414-lb curb weight
62/38 f/r weight distribution
MacPherson strut/ multi-link suspension
185/60HR14 Dunlop SP Sport D87M
Discs/discs

In our field of 16 hot sports cars, there were a number of standout performers. One car, the Nissan Sentra SE-R, was a standout in a different way. In a swarm of fast roof lines and bulging fenders stretched tight over wide, gummy tires, the bland, upright Sentra played the role of Barney Fife opposite an onslaught of hard-slugging Jean-Claude Van Dammes (and a couple Aunt Beas). Nobody expected much out of the cheapest (a mere $14,629) car in the field, but in the end, all our drivers were pleasantly impressed with the Sentra.

Despite its J.C. Penney exterior, the heart of a real performance car lurks in the SE-R. Although the Nissan never finished better than 11th in any of our evaluation categories, even a back-of-the-pack position in this field indicates a serious level of performance. The Sentra's strongest finish was in the top-speed testing, where it darted through the timing lights at over 131 mph—a shocking figure given the box-it-came-in silhouette propelled by a modest 140-horsepower 2.0-liter DOHC engine. Four significantly more expensive cars simply couldn't keep up.

Across the board, the Sentra made consistently good numbers. Its key limiting factor is traction, here stifled by small 185/60HR14 tires. On the skidpad, the car logged a modest 0.83 g, and on the road course, again, the number-one gripe was grip. Launch it into a bend with gusto, and understeer sets in early. Still, the car has good balance, so you can adjust your line easily with changes in throttle setting, and the little SE-R has a viscous limited-slip differential to help it get all its power to the ground without the wheelspin that hampered many of the other front-drivers in this contest. A fine gearbox helps you keep the smooth and cooperative engine wound up tight where it does its best work, and the four-wheel discs (without ABS) aided by the car's light weight haul you back down with good control and fade resistance. The Nissan is softly sprung for the track, but the body motions never get out of hand. About the only vice you'll find is a tendency to wag its tail in sharp transient maneuvers (a.k.a. slalom), but a timely steering correction will bring it back in line.

Athough one driver described the Sentra as having "all the sex appeal of a Brussels sprout," there are plenty of Sentra boosters on our staff. True, it didn't peg the fun meter on the racetrack, but at the end of each day's testing, there were always plenty of willing volunteers to take the Nissan for the long drive home.

> "Definitely a street car, the Sentra is fun and pretty capable, but out of its element on the track."

> "The Sentra is about as aerodynamic as Willard Scott in a crosswind, but it ran over 130 mph without complaint."

Performance	Rank
0-60 mph (sec): 7.4	13
Quarter-mile acceleration (sec/mph): 15.8/88.5	12
60-0 mph braking (ft): 123	12
Slalom (mph): 66.2	14
Lateral accel. (g): 0.83	15
Top speed (mph): 131.1	11
Road course (lap time) (min:sec): 1:10.88	16
Fun factor (pts): 70.71	16
Overall performance score: 51.39	16

Specifications

$20,500 (est.) base price
$21,720 (est.) functional price
2-door, 4-passenger
Front engine/front drive
2.0-liter I-4, DOHC, 4 valves/cylinder, turbocharged/intercooled
5-speed manual
210 hp @ 6000 rpm
214 lb-ft @ 3000 rpm
2877-lb curb weight
62/38 f/r weight distribution
Upper & lower control arm/multi-link suspension
205/55HR16 Goodyear Eagle RS-A
Vented discs/vented discs, ABS

Mitsubishi Eclipse GS-T

MOTOR TREND
ECLIPSE
GS-T

Not long ago, little sporty coupes tended to be underwhelming. The turbocharged coupes from Mitsubishi's Diamond-Star plant in Illinois put a whole new spin on things with their smooth, powerful 2.0-liter inline-fours.

Now there's a new generation of these high-performance, high-value sport coupes: the '95 Eagle Talon and the Mitsubishi Eclipse. They're wrapped in a radical restyle job and carry another 15 horsepower under the hood (a total of 210). The cars are functionally identical to each other and come in front- or all-wheel-drive; each manufacturer chose to enter its turbo front-drive version in Bang for the Buck to keep the sticker as low as possible. The Eclipse GS-T carries a higher *functional price* than the Talon TSi here, due partly to its higher level of standard equipment. As of this writing, pricing on both cars has yet to be locked in. We went with estimates provided by the manufacturers for scoring purposes.

> "Just a bit better power than the Integra, but no better handling—a 10-lap 'rat race' confirmed that."

> "Good power delivery—including the transition into turbo boost—to come out of tight corners with strong acceleration."

The Eclipse's most potent weapon is under its sloping hood. It darted to 60 mph in 6.4 seconds and covered the quarter mile in 15 flat, to finish in sixth place in each test. And that power is easy to control. The boost is on call early, and builds with comforting progressiveness. Factor in much-improved shifter feel, and you've got one of the nicest non-V-8 powertrains in this test. Just one thing's missing: some kind of limited-slip device to make sure all that power makes it to the pavement. The Eclipse has a tendency to spin its inside tire when it's launching out of tight corners at full thrust.

Top-speed testing showed that the Eclipse has the gumption to run 145 mph, but our prototype car lacked the speed-limiting device that production cars will have. It'll cap the fun at 130 mph, in deference to the H-rated tires fitted to all front-drive Diamond-Star turbo cars. As a result, we used the 130-mph figure in our scoring calculations.

Road-course notes voiced respect for the Eclipse's speed down the straights, but wished for a little less understeer at the cornering limit and a little more life in the steering. Several cars that lapped slower than the Eclipse were deemed more fun to drive by our crew. Praise was ladled on the Mitsubishi's fade-resistant brakes and the effective yet unobtrusive ABS, but more than one driver pined for the better balance of the all-wheel-drive Eclipse. Alas, the Eclipse's modest 10th-place overall finish is as much a byproduct of its price as its performance. The Eclipse is born of winning stock, but needs to get leaner and meaner to repeat the victory of its sibling (Plymouth's Laser RS Turbo) in our last Bang for the Buck.

Performance	Rank
0-60 mph (sec): 6.4	6
Quarter-mile acceleration (sec/mph): 15.0/94.7	6
60-0 mph braking (ft): 121	10
Slalom (mph): 67.2	8
Lateral accel. (g): 0.86	13
Top speed (mph): 130.0	13
Road course (lap time) (min:sec): 1:09.15	10
Fun factor (pts): 76.57	14
Overall performance score: 63.01	10

Acura Integra GS-R

Specifications
$19,650 base price
$20,015 functional price
2-door, 4-passenger
Front engine/front drive
1.8-liter I-4, DOHC, 4 valves/cylinder
5-speed manual
170 hp @ 7600 rpm
128 lb-ft @ 6200 rpm
2667-lb curb weight
64/36 f/r weight distribution
Upper & lower control arm/ upper & lower control arm suspension
195/55VR15 Michelin XGT-4
Vented discs/discs, ABS

You can buy the Acura Integra GS-R any way you like, as long as you like it loaded. The GS-R comes standard with everything from ABS to a six-speaker sound system. That stuff juices up the luxury level, but at the same time, it swells the car's functional price to $20,015. That puts the little Acura at a disadvantage compared to some of the low-content, high-performance players in Bang for the Buck.

The Integra counters those cars with Honda's latest and greatest VTEC *engine* technology. This variable valve timing and lift scheme means that, depending on rpm, the valve gear adjusts to the engine's breathing demands. The result is an engine that makes strong power at conventional speeds, then keeps right on cranking to a lofty 8100-rpm redline—don't panic, Honda's motorcycle engines rev reliably to 11,000 rpm and beyond. It's okay. These people know what they're doing.

With 170 horsepower funneled through the front wheels, the Integra is a lively performer—provided you keep the engine in sight of its 7600-rpm power peak. This requires frequent shifting of the precise five-speed manual transmission, which turns out to be a privilege, not a chore. With a hard launch, the GS-R accelerates to 60 mph in 7.1 seconds; the only cars that can beat it have V-8s or turbochargers under their hoods. In the longer run to the end of the quarter-mile, it's much the same story, though the bigger-engined VTEC Prelude manages to slip ahead. These two also run neck and neck at top speed, with the Prelude barely edging out its 140-mph little brother.

Across the board, the Integra makes strong handling numbers, but it's not in the same league with some of the fat-tired, high-powered brutes here. Front-drive aficionados (we try to keep several on hand at all times) reveled in the GS-R's lively steering feel and good chassis balance. Understeer sets the limit in the turns, but the Integra never gets messy about it. A fine driving layout and anti-lock brakes that continue to work predictably when flaming hot lessen driver workload further. One request: A limited-slip system like that in the Nissan Sentra SE-R would be a welcome addition to allow more of that marvelous VTEC power to be put to work exiting tight bends.

"As with the other VTECs, you have to stay in the upper rev range to get max power."

"Responsive, lively steering and good suspension composure make the Integra easy to drive fast."

Performance	Rank
0-60 mph (sec): 7.1	9
Quarter-mile acceleration (sec/mph): 15.5/91.4	10
60-0 mph braking (ft): 122	11
Slalom (mph): 67.7	7
Lateral accel. (g): 0.87	10
Top speed (mph) 140.0	8
Road course (lap time) (min:sec): 1:09.55	12
Fun factor (pts): 81.57	11
Overall performance score: 63.33	8

Volkswagen Corrado SLC

SPECIFICATIONS
$25,150 base price
$25,540 functional price
2-door, 4-passenger
Front engine/front drive
2.8-liter V-6, SOHC, 2 valves/cylinder
5-speed manual
178 hp @ 5800 rpm
177 lb-ft @ 4200 rpm
2810-lb curb weight
62/38 f/r weight distribution
MacPherson strut/ twist-beam axle suspension
205/55HR16 Goodyear Eagle GA
Vented discs/ discs, ABS

Interesting case, the Corrado. It's heart, Volkswagen's narrow-angle V-6, is a delightful device. The rest of the car, however, is less inspired. Stir in a stiff $25,540 functional price, and you have a recipe for Bang for the Buck mediocrity.

In its best showing, braking, the Corrado made it as far up as mid-pack with a 60-0 stop of 118 feet. In acceleration testing as well, the Volkswagen churned out decent numbers. It gets to 60 mph in a brisk 7.2 seconds, and by the 15.6-second mark it's covered the quarter mile.

The car's downfalls are two tire-dependent areas. On the skidpad, the Corrado could only muster 0.83 lateral g, to tie the Sentra (a car that costs about 10 grand less) for last place. Smallish 205/55HR16 tires are part of the reason. Those same H-rated tires require the Corrado to have a speed-limiting device to keep it from blowing its sandals off at top speed. Although H-rated tires are designed for continuous speeds up to 130 mph, the VW's limiter kicks in much earlier than that, putting a lid on the fun at 115.6 mph. Everything else flat ran away and hid from the Corrado at our top-speed venue.

Road-course remarks played like a broken record (or should we say a defective CD). All our drivers praised the 2.8 liter V-6—the largest non-turbo six-cylinder engine in the comparison and the only six with merely two valves per cylinder. It has a smooth, fluid power delivery, combined with plenty of peak power on top. You can short shift it or wring its neck with equal success. The five-speed transmission's wiggly, imprecise action and gritty-sounding synchros soured some drivers, while others moaned about brake fade during hot lapping.

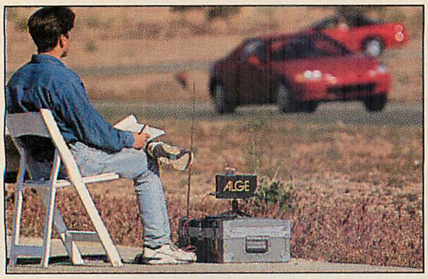
Dynamically, the Corrado isn't without virtue. Some drivers particularly liked its basic good manners—understeer at the limit balanced with a touch of oversteer when you back off the throttle. Suspension motions are only loosely controlled, though, and the Corrado has the undignified (but harmless) habit of lifting its inside rear wheel a few inches off the ground in tight, maximum-effort corners.

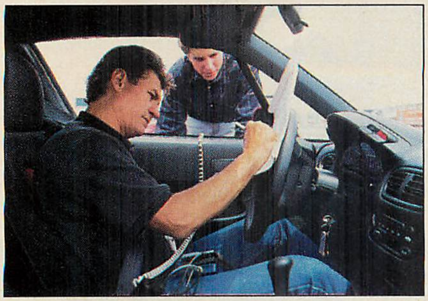
Given the Corrado's low-impact performance and high-impact price, it settled in 15th place in the final rankings. The Corrado most likely will be discontinued for '95, but its best feature, the slick narrow-angle VR6 engine, will live on in other models.

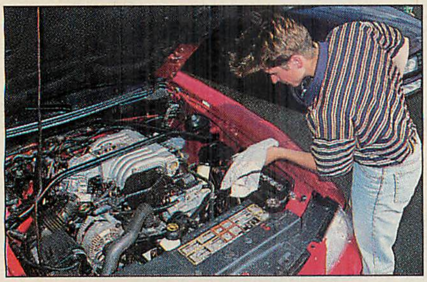
> "I like the V-6 engine's smooth, responsive power, but that's the high point of this car."

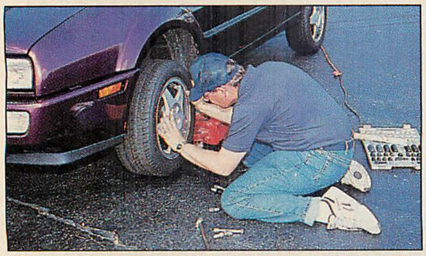
> "Unlike most front-drivers that go into severe push under hard acceleration, the VW hunkers down and pulls you around the corner."

Performance	Rank
0-60 mph (sec): 7.2	10
Quarter-mile acceleration (sec/mph): 15.6/91.9	11
60-0 mph braking (ft): 118	8
Slalom (mph): 67.0	10
Lateral accel. (g): 0.83	15
Top speed (mph): 115.6	16
Road course (lap time) (min:sec): 1:09.59	13
Fun factor (pts): 76.29	15
Overall performance score: 56.61	14









SCORING

Here's the short explanation: For Bang for the Buck, each car earns a score for its performance in each of our eight evaluation categories. Those scores are then factored against the vehicle's price. The best combination of price and performance (the high scorer) wins. Only statistics buffs need read further.

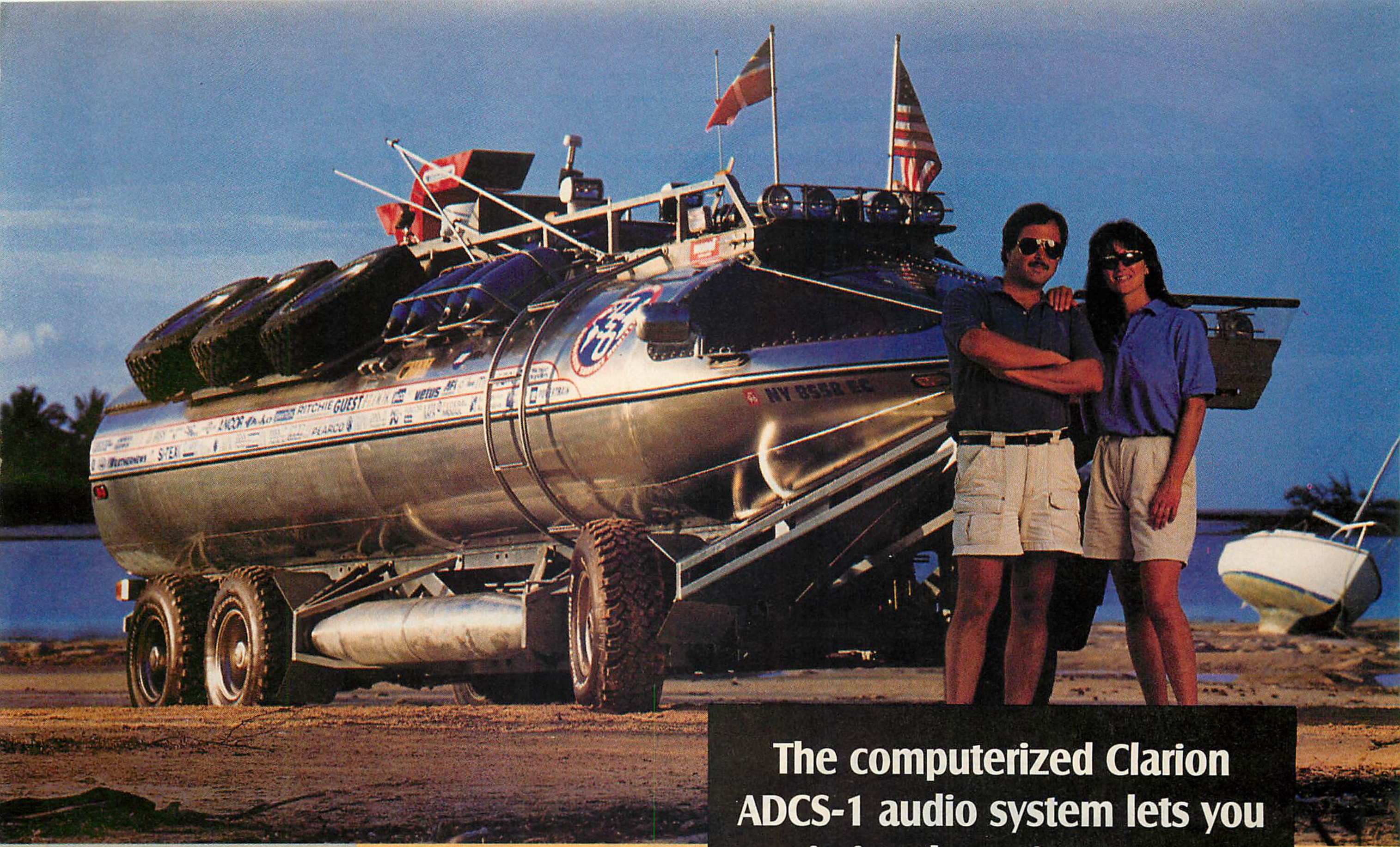
Still with us? You asked for it. The mechanics of the scoring system are by necessity complex. In each category, the cars are graded on a curve. In a given test, the results of all the cars are averaged together. This "average" performance level sets the mark required to score 70 points, or a "C" grade. The best-performing car gets a score of 100 points, a perfect "A." Then the remaining cars are positioned along this scale based on their test results. One category, Fun Factor, is subjective. Our seven judges rip around the Streets of Willow to their heart's content, then score each car's amusement factor (without regard to price).

When all the testing is completed, the results for each car in all of the eight categories are averaged together to calculate an Average Performance Score for each vehicle. After that's done for the whole field, we can see the range of difference between the cars. We then superimpose the prices of the cars (as a score) on this range, but in reverse (the performance range is from 51.39 to 93.98 points, so the cheapest car gets 93.98 points for price and the most expensive gets 51.39 points), to create a Price Score for each car. Remember, we're using a "functional price" for each car, which includes its base price, destination charge, and only the options that make it perform better. We ignore luxury options that might be fitted to our particular test car. The result is that the same number of points is awarded for being the best-performing car or the cheapest car. Conversely, it's just as damaging to be the most expensive as it is to be the worst performer. The winner is the car that delivers the highest total score—the strongest combination of low price and performance.

FINAL RESULTS	FUNCTIONAL PRICE	PRICE SCORE	AVERAGE PERF. SCORE	FINAL SCORE	RANK
Chevrolet Camaro Z28	$17,413	90.01	84.89	174.90	1
Toyota MR2 Turbo	29,383	72.93	84.85	157.78	2
Mazda RX-7 R2	36,375	62.96	93.98	156.94	3
Ford Mustang GT	19,160	87.52	66.90	154.42	4
Ford Probe GT	16,365	91.50	62.28	153.78	5
Mazda MX-6 LS	22,370	82.94	68.41	151.35	6
Eagle Talon TSi	18,330*	88.70	62.45	151.15	7
Acura Integra GS-R	20,015	86.30	63.33	149.63	8
Chevrolet Corvette	38,780	59.53	88.36	147.89	9
Mitsubishi Eclipse GS-T	21,720*	83.86	63.01	146.87	10
Nissan Sentra SE-R	14,629	93.98	51.39	145.37	11
Honda Civic del Sol VTEC	17,850	89.38	55.83	145.21	12
Toyota Supra Turbo	44,485	51.39	93.39	144.78	13
Honda Prelude VTEC	24,850	79.40	61.24	140.64	14
Volkswagen Corrado SLC	25,540	78.41	56.61	135.02	15
BMW 325is	34,055	66.27	63.13	129.40	16

*estimate

Carbureto
NO BURN OUT
Until Instructed
By Official



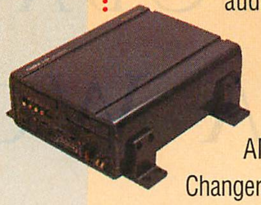
The computerized Clarion ADCS-1 audio system lets you maximize the unique acoustic potential of your car.

CLARION ADCS-1

- *Magi-Tune™+ for drift-free FM reception*
- *100-CD title memory display*
- *6-band digital parametric EQ*
- *14-channel digital crossover with independent adjustable time alignment*
- *Digital signal processor*
- *Digital fiber-optic connections*
- *Programmed from digital analyzer (DPAA-1)*

Upholstery soaks up sound. Glass bounces it all over the place. And speakers are aimed at your shins. This does not make for great listening, but most people never notice. They're happy with whatever comes standard.

On the other hand, some of you will stop at nothing to reach your own sonic nirvana. That's why there's the ADCS-1: the most sophisticated car audio system. Ever.



The ADCS-1 starts with our finest AM/FM/CD/CD Changer Controller. Fiber-optic cable links it to a programmable, expandable on-board computer that controls all digital processing circuits.

clarion
FM1 1067

During set-up, the ADCS-1 is connected to a Clarion-trained installer's DPAA-1 analyzer. It "reads" the car's interior and adjusts the ADCS-1's crossover points, phase, gain, time alignment and equalization for precise balance — all within minutes. And once calibrated, you can call up various imaging options with a user remote.

The result is stable, clear, natural sound. No matter what you drive.

Even if it's something as unique as the Surface Orbiter — a stainless steel tanker lovingly transformed into a 32-foot long, 20,000-pound amphibious vehicle Rick and Karen Dobbertin are now driving/sailing around the world.

It's a wildly ambitious dream, but not too different from our own quest for car audio perfection.

Call ***1-800-GO-CLARION*** for your nearest authorized Clarion Car Audio dealer. Because whatever form your dream takes, he can make it sound perfect.

clarion®
CAR AUDIO

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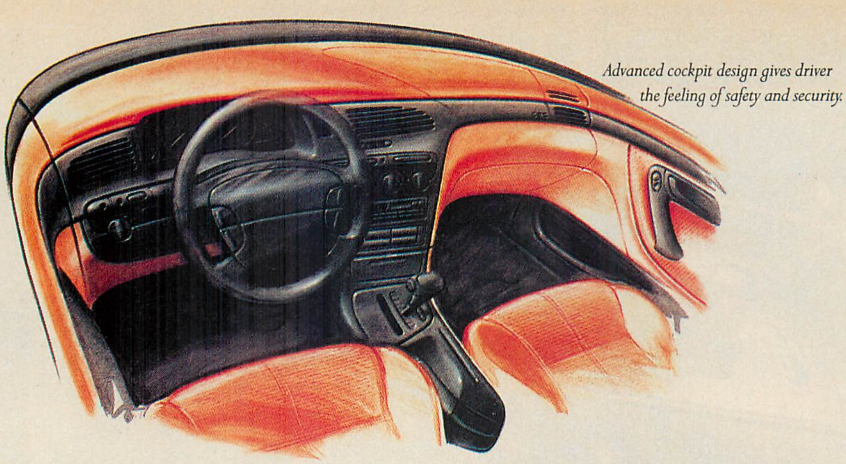
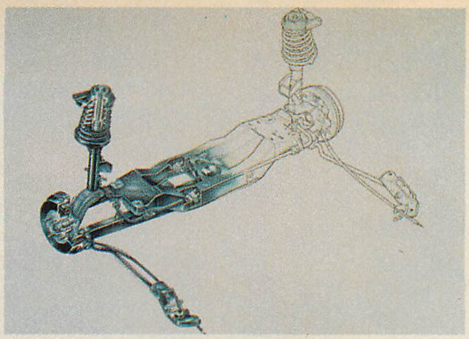
The Dobbertin Surface Orbiter is a project of Earth-Trek, Post Office Box 101, Cazenovia, New York 13035.

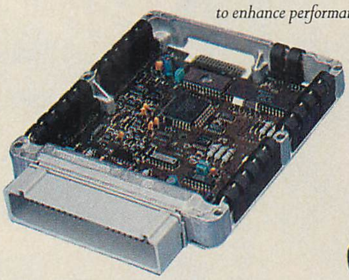


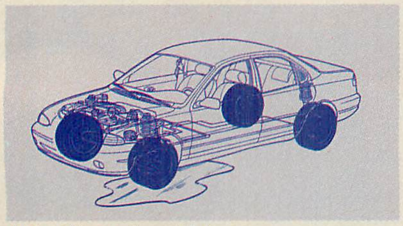
Advanced cockpit design gives driver the feeling of safety and security.



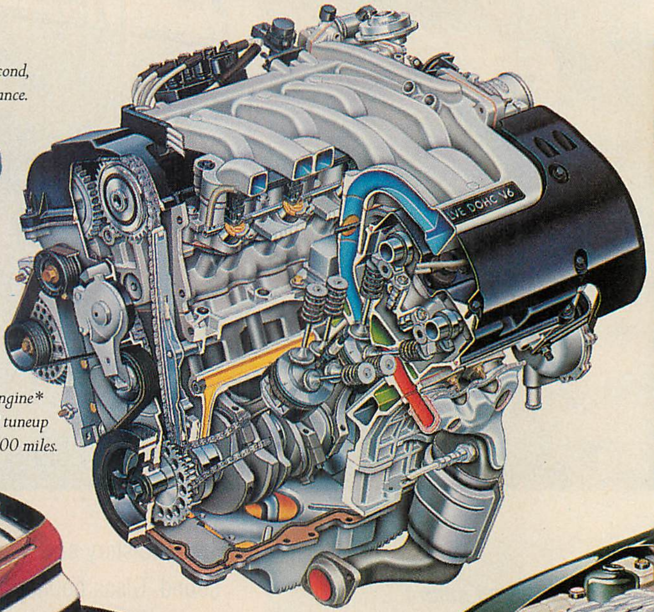
Quadralink Rear Suspension combines ride comfort with road stability.

EEC-IV "brain" makes over a million decisions a second, to enhance performance.

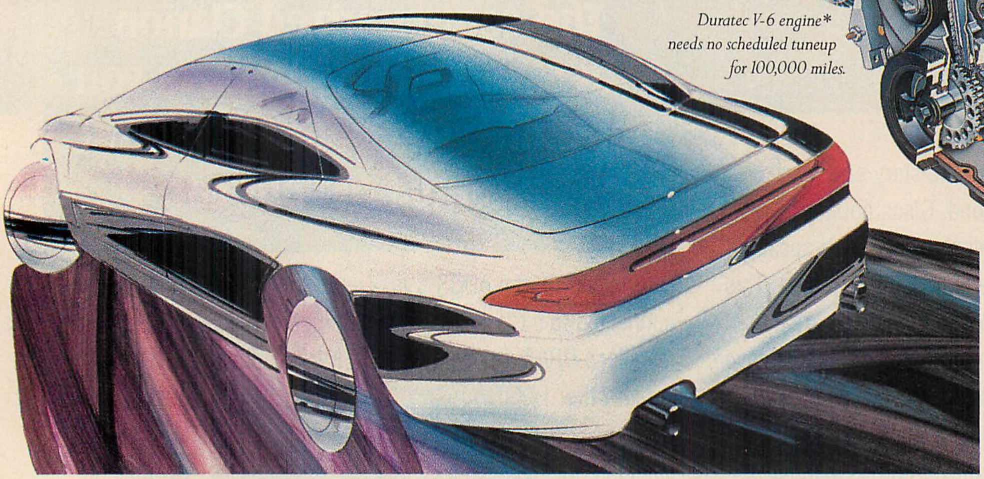


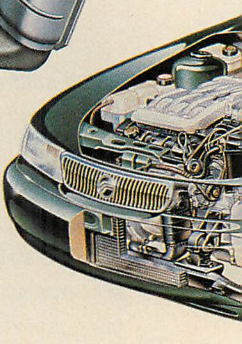


All-Speed Traction Control helps maintain stability on slippery roads.*



Duratec V-6 engine needs no scheduled tuneup for 100,000 miles.*

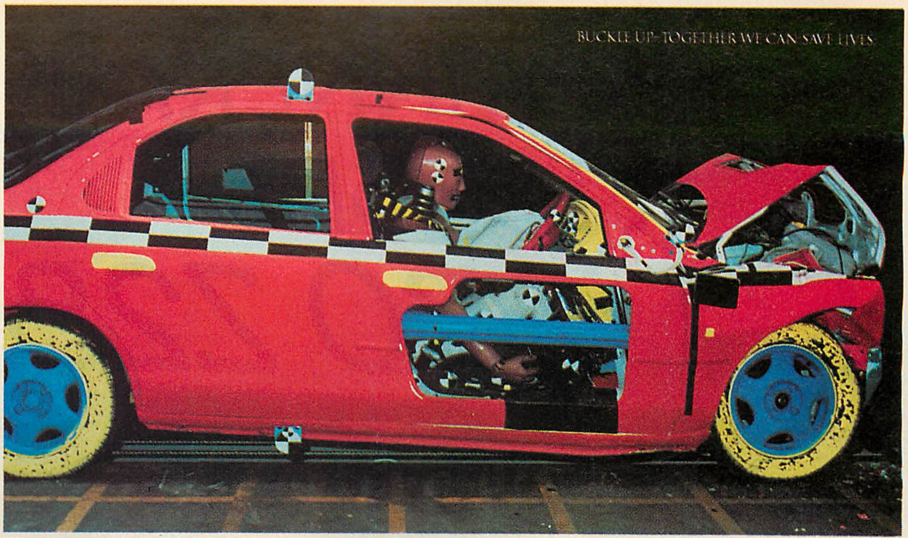




The body was designed by a global team, using the world's most advanced computers.

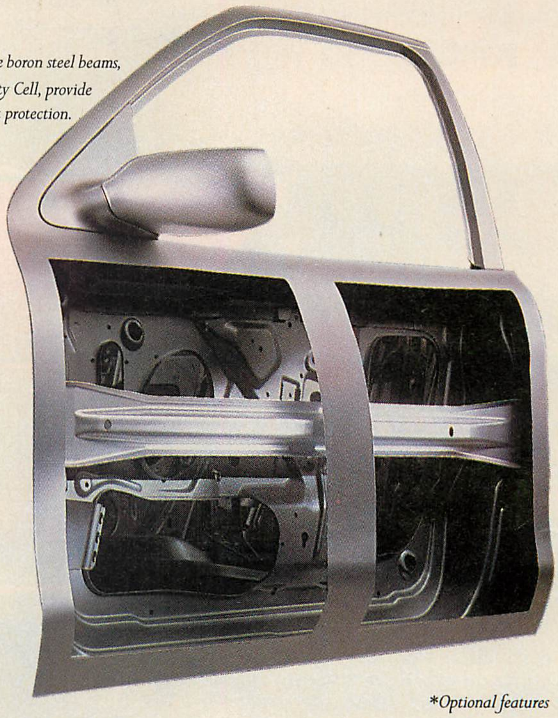
OUR NEW GLOBAL CARS CONTAIN A WORLD OF INNOVATIONS.

Dynamic Safety Engineering includes Anti-Submarine Seats that help keep occupants from sliding under their safety belts in a crash.

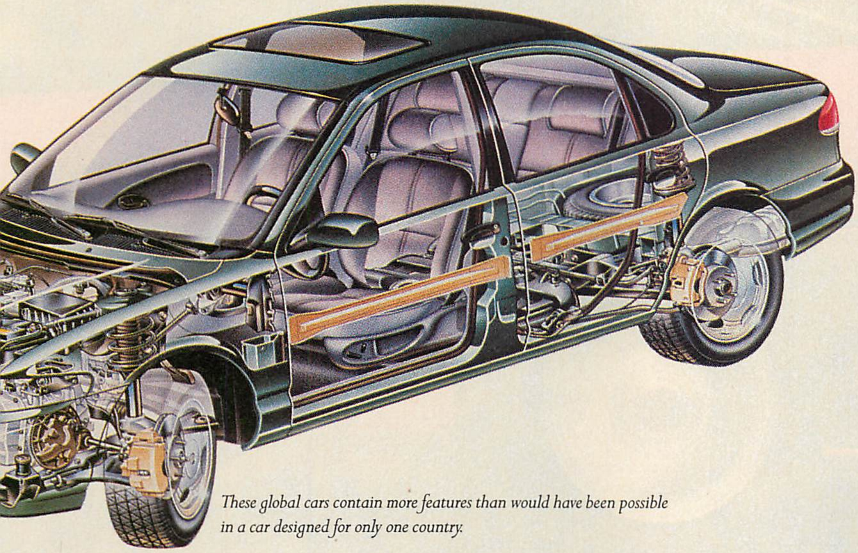


BUCKLE UP–TOGETHER WE CAN SAVE LIVES

The cars were crash-tested hundreds of times on computer before actual crash-testing.



High tensile boron steel beams, part of our Safety Cell, provide superior side impact protection.



These global cars contain more features than would have been possible in a car designed for only one country.

**Optional features*

FORD MOTOR COMPANY has developed a whole new way of building cars that makes the most of our UNIQUE GLOBAL CAPABILITIES. We've linked our best designers and engineers from around the world into a single, formidable team, to build cars for the world. Together they created the Duratec V-6 system, that can go 100,000 miles without a scheduled tune-up; safety systems designed to meet 1998 standards; and All-Speed Traction Control–world class features in a MORE AFFORDABLE CLASS OF CAR. These global cars will be available in 75 countries, including ours. The Ford Contour and Mercury Mystique–Coming September 29th.

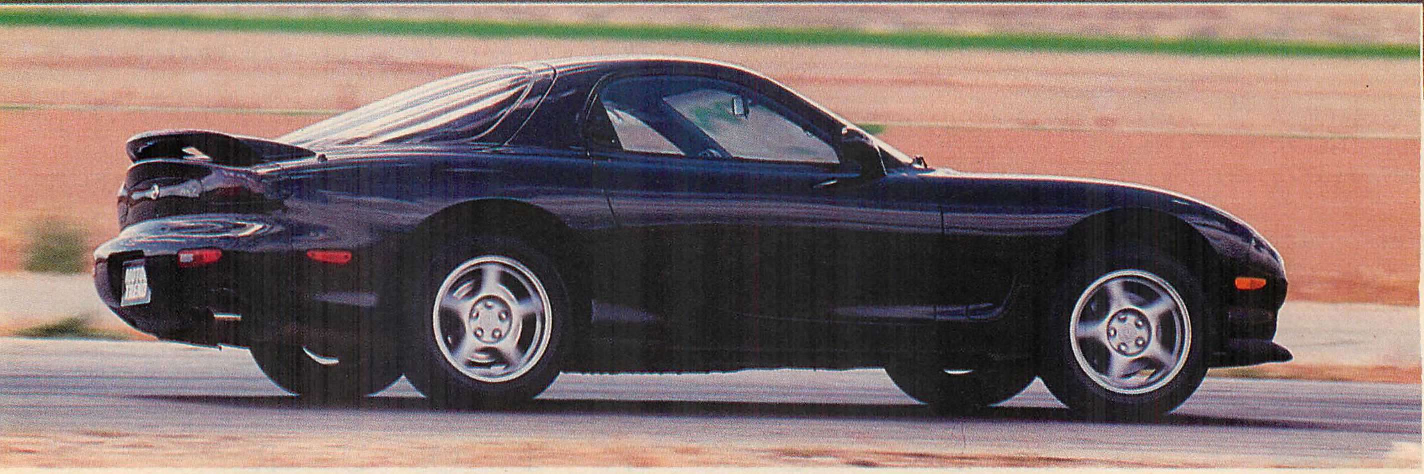
FORD CONTOUR

MERCURY MYSTIQUE

The WINNER: Chevrolet CAMARO Z28

You simply couldn't build a car better suited to *Motor Trend's* Bang for the Buck competition than the Camaro Z28. In a way, it was purpose-built for this event, or more accurately, for the similar competition that goes on inside buyers' heads when they're shopping for the most performance they can get for the least money out of pocket.

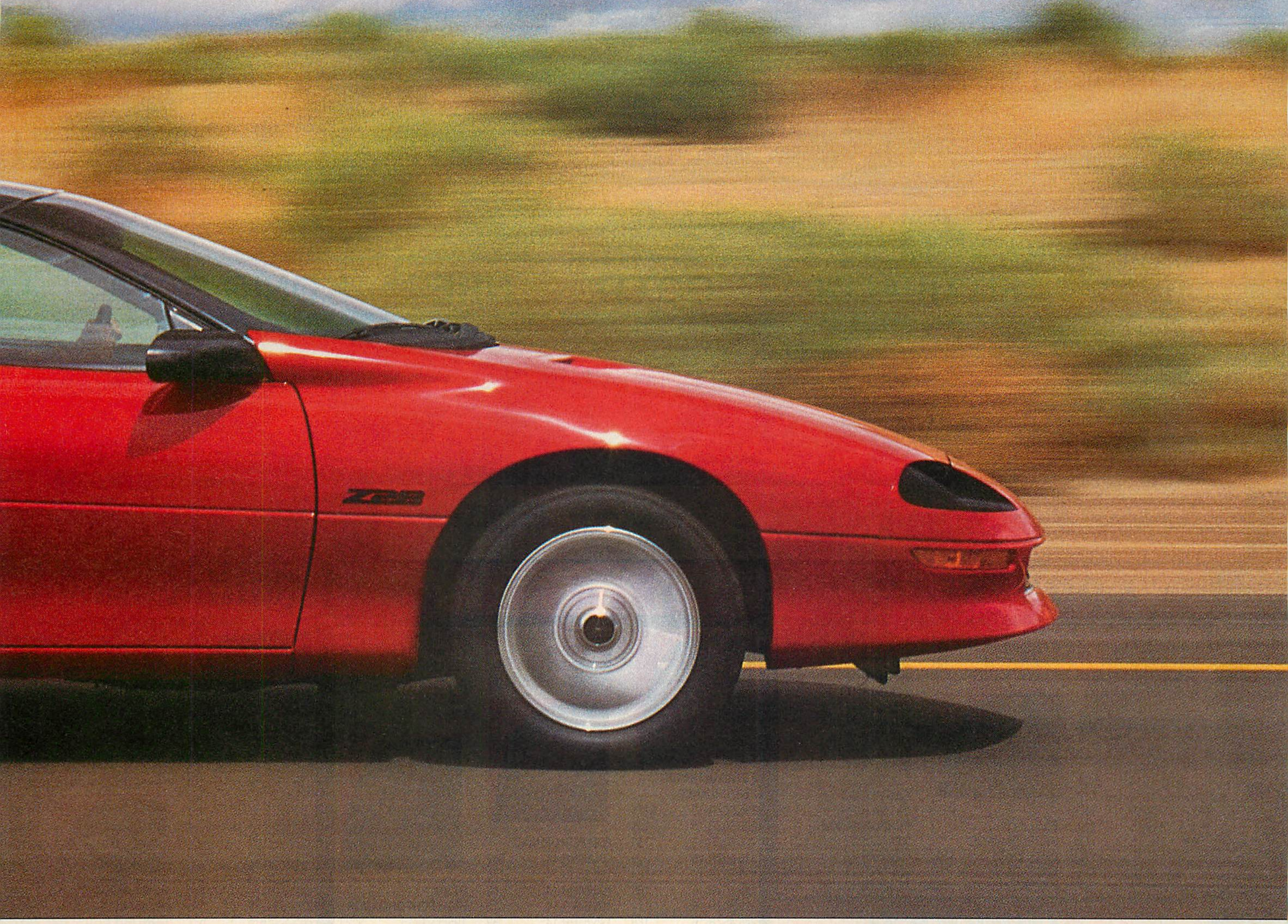
Even putting price aside for a moment, the Z28 is a formidable



sports car. During its development, engineering dollars were spent where they'd net the greatest benefit and spared in other areas. The live rear axle, for example, epitomizes low-tech, but with careful suspension tuning, Chevrolet engineers have minimized the shortcomings of the design, while exploiting its economy to the fullest. The dollars saved went into more important things, like fat 245/50ZR16 Goodyear Eagle GS-Cs, stopped by four-wheel discs with standard ABS. The same philosophy applies to the powerplant. There's no multi-cam wonder under the hood, just Chevy's proven pushrod LT1 V-8 lifted from the Corvette's parts bin. Something flashier might be nice, but would it be worth its added cost?

Scoff at the familiar hardware if you like, but just look at the stats: Only three cars could consistently outperform the Camaro: the Mazda RX-7, Toyota Supra Turbo, and Chevrolet Corvette. Their advantages are real and measurable, but they come at a high price—one well out of range for most of us. The Camaro, on the other hand is specifically engineered to be a high-value package.

Its specs are awesome. Its price is incredible. The result, inevitable. The Camaro Z28 is our Bang for the Buck winner—by the widest margin in the event's history.



TOP PERFORMER: Mazda RX-7 R2

Mazda's flyweight rotary rocket has run off with the Top Performer crown for the second time running. This time, however, it wasn't quite the same carefree romp the last outing was. With formidable assaults from the Supra and Corvette, the little RX-7 was hearing footsteps every minute of Bang Week, but it never faltered. The Mazda won three events and ran strong in the rest. Nothing else could keep up with its consistent level of scoot.

And though at $36,375 the RX-7 is no econocar, for the second time, it scored third overall. Mazda's minimalist approach to sports-car design pays off every time you turn the key. If you've got the bucks, the Mazda RX-7 R-2 most assuredly has the Bang.

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KONIG TRIO
Finish: Chrome or Silver
Sample Package: (4) 15X7 wheels (Silver finish) with (4 tires **$976**

ANTERA AZEV BBS CENTRA DP MOTORSPORT

MANGLES TYPE 51
Sizes: 13", 14", 15"
Fits VW, Honda, Ford, Saturn, Geo, Mazda, Toyota, Nissan **$99**

ANTERA 101
Finish: Chrome or Silver
Sizes: 15", 16", 17", 18"
Sample Package: (4) 15X7 wheels (Silver finish) with (4) 205/60HR15 tires **$1098**

ANTERA OPUS 1
Finish: Chrome or Silver
Sizes: 16", 17", 18"
Sample Package: (4) 16X7.5 wheels (Silver finish) with (4) 225/50VR16 tires **$1899**

ANTERA 123
Finish: Chrome or Silver
Sizes: 15," 16", 17"
Sample Package: (4) 16x7.5 wheels (Silver finish) with (4) 225/60ZR16 tires **$1740**

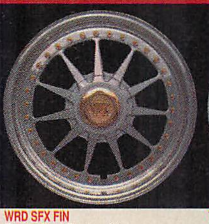
AZEV TYPE A
Finish: Chrome or Silver
Sizes: 15", 16", 17", 18", 19"
Sample Package: (4) 15X7 wheels (Silver finish) with (4) 205/60VR15 tires **$1236**

AZEV TYPE B
Finish: Chrome or Silver
Sizes: 16", 17", 18"
Sample Package: (4) 17X8.5 wheels (Silver finish) with (4) 235/45ZR17 tires **$2528**

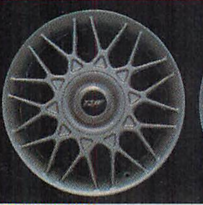
EPIC FITTIPALDI GOTTI HRE KONIG/ROTA

O.Z. ITALY CORSA
Sizes: 15", 16", 17"
Sample Package: (4) 15X7 wheels with (4) 195/60HR15 tires **$992**

FITTIPALDI LAGUNA
Sizes: 16", 17"
Sample Package: (4) 16X7.5 wheels with (4) 225/50ZR16 tires **$1,392**



WRD SFX FIN
Finish: Gold, Black, or Silver
Sizes: 15", 16"
Sample Package: (4) 16X6.5 wheels (Silver Finish) with (4) 225/55ZR16 tires **$2148**



TSW HOCKENHEIM
Sizes: 15", 16"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) P215/65HR15 tires **$1108**

TSW STEALTH
Sizes: 14", 15", 16"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) 205/60HR15 tires **$924**

1994 Audi 90 Convertible with 17" Azev Type B.

GOODYEAR

EAGLE AQUATRED PERFORMANCE	
P195/60HR-14	$104
P195/65HR-15	112
P205/65HR-15	117
P215/65HR-15	119
P195/60HR-15	112
P205/60HR-15	119
P225/60HR-15	114
P215/60HR-16	124
P225/60HR-16	129
P205/55HR-16	132
P215/60HR-15	121

EAGLE GS-C PERFORMANCE	
205/50ZR-15	$167
225/50ZR-15	182
205/55ZR-16	169
225/50ZR-16	182
245/45ZR-16	189
245/50ZR-16	193
255/50ZR-16	199
245/45ZR-17	218
255/45ZR-17	224
275/40ZR-17	254
285/40ZR-17	261
315/35ZR-17	307
255/40ZR-17	269

EAGLE GS-A ULTRA HIGH PERFORMANCE	
235/45ZR-17	$234
335/35ZR-17	359
235/40ZR-18	249
295/35ZR-18	329

BFGoodrich Tires

COMP T/A ULTRA HIGH PERFORMANCE	
195/50ZR-15	$99
205/50ZR-15	109
205/55ZR-15	103
215/60ZR-15	102
225/50ZR-15	129
225/60ZR-15	105
245/50ZR-15	136
205/55ZR-16	130
225/50ZR-16	140
225/55ZR-16	137
245/45ZR-16	157
245/50ZR-16	131
255/50ZR-16	139
205/50ZR-17	161
215/45ZR-17	155
225/45ZR-17	167
235/45ZR-17	165
255/40ZR-17	176
275/40ZR-17	178
315/35ZR-17	204
235/40ZR-18	212
245/40ZR-18	219

COMP T/A HR4 ALL-SEASON	
185/55HR-13	$59
185/60HR-14	65
195/60HR-14	66
215/60HR-14	68
195/60HR-15	69
205/60HR-15	70
205/65HR-15	68
215/60HR-15	71
225/60HR-15	72

TOURING T/A	
175/70SR-13	$48
185/70SR-13	50
185/60HR-14	59
185/70SR-14	54
195/60HR-14	62
195/65HR-14	63
195/70SR-14	56
205/70SR-14	58
195/60HR-15	66
195/65SR-15	46
205/60HR-15	61
205/65SR-15	59
205/70SR-15	49
215/65SR-15	62
215/60HR-16	79
225/60SR-16	70

PIRELLI

P ZERO ULTRA HIGH PERFORMANCE	
195/50ZR-15	$121
205/50ZR-15	139
225/50ZR-15	158
345/35ZR-15	279
205/55ZR-16	164
225/45ZR-16	168
225/50ZR-16	174
245/45ZR-16	168
205/50ZR-17	189
215/50ZR-17	202
225/45ZR-17	219
235/40ZR-17	221
235/45ZR-17	221
245/40ZR-17	209
245/45ZR-17	225
255/40ZR-17	234
255/45ZR-17	239
265/40ZR-17	238
275/40ZR-17	266
285/40ZR-17	310
315/35ZR-17	314
335/35ZR-17	280
225/40ZR-18	259
235/40ZR-18	279
245/40ZR-18	299
255/35ZR-18	316
255/45ZR-18	334
265/35ZR-18	339
275/35ZR-18	345
295/35ZR-18	394
315/30ZR-18	512
335/30ZR-18	519
255/40ZR-19	524
285/35ZR-19	494

P600 PERFORMANCE	
185/60HR-14	$66
185/65HR-14	76
195/60HR-14	65
195/60VR-14	112
195/65HR-14	89
205/55VR-14	114
205/60HR-14	76
205/60VR-14	115
185/55VR-15	116
185/65HR-15	101
195/50VR-15	111
195/55ZR-15	121
195/60HR-15	104
195/60VR-15	98
195/65HR-15	103
195/65VR-15	103
195/65ZR-15	112
205/55HR-15	109
205/55VR-15	124
205/60HR-15	90
205/60VR-15	123
205/65HR-15	114
205/65VR-15	110
215/60HR-15	107
215/60ZR-15	141
215/65ZR-15	142
225/60VR-15	119
225/60ZR-15	144
235/60VR-15	159
205/55VR-16	139
225/55ZR-16	109
225/60VR-16	124
235/60ZR-16	149

P700Z HIGH PERFORMANCE	
195/50ZR-15	$123
205/50ZR-15	138
215/50VR-15	152
225/50ZR-15	163
205/45ZR-16	161
205/50ZR-16	169
205/55ZR-16	149
205/55ZR-16	159
225/45ZR-16	180
225/50ZR-16	165
225/50ZR-16	175
235/50ZR-16	242
245/45ZR-16	175
205/40ZR-17	185
205/50ZR-17	193
215/40ZR-17	196
215/45ZR-17	200
215/50ZR-17	206
235/40ZR-17	225
235/45ZR-17	212
255/40ZR-17	239
255/45ZR-17	237
265/40ZR-17	254

Continental

AQUA CONTACT	
205/55ZR-16	$186
225/50ZR-16	285
205/45ZR-16	275
245/45ZR-16	310
235/45ZR-17	345
255/45ZR-18	479
265/40ZR-17	384
225/40ZR-18	437
245/40ZR-18	489
285/40ZR-18	589
255/40ZR-19	505
255/35ZR-18	514
275/35ZR-18	560
285/35ZR-19	617

SPORT CONTACT CZ91	
205/60ZR-15	$167
215/60ZR-15	171
195/50ZR-15	189
205/50ZR-15	196
215/50ZR-15	207
225/50ZR-15	219
195/45ZR-15	196
215/45ZR-15	210
205/55ZR-16	207
205/50ZR-16	212
225/50ZR-16	224
205/45ZR-16	215
215/45ZR-16	224
225/45ZR-16	229
245/45ZR-16	243
205/50ZR-17	229
215/50ZR-17	238
215/45ZR-17	241
225/45ZR-17	255
235/45ZR-17	270
205/40ZR-17	241
215/40ZR-17	251
235/40ZR-17	269
245/40ZR-17	279
255/40ZR-17	289
265/40ZR-17	301
235/40ZR-18	362
265/35ZR-18	425
245/35ZR-19	405

SPORT/SUPER CONTACT CZ/CV/CH90	
175/65HR-14	$79
185/65HR-14	83
195/65HR-14	87
185/60HR-14	82
195/60HR-14	85
195/60VR-14	114
185/65HR-15	86
185/65VR-15	115
195/65HR-15	90
195/65VR-15	121
195/65ZR-15	152
205/65HR-15	92
205/65VR-15	124
195/60HR-15	91
205/60HR-15	95
205/60VR-15	127
205/60ZR-15	160
225/60VR-16	135
235/60ZR-16	178
185/55VR-15	136
205/55VR-15	143
195/50HR-15	98
195/50VR-15	132
205/50HR-15	107
205/50VR-15	145
235/50ZR-16	214

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KONIG FH ELYSEE
Sizes: 15", 16", 17"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) 205/60HR15 tires **$764**

ATS TYPE 10
Sizes: 14", 15", 16", 17"
Sample Package: (4) 15X7 wheels with (4) 205/60HR15 tires **$740**

ATS TYPE 11
Sizes: 14", 15", 16"
Sample Package: (4) 15X7 wheels with (4) 225/60HR15 tires **$900**

ATS TYPE 9
Sizes: 16", 17"
Sample Package: (4) 16X7 wheels with (4) 205/50ZR16 tires **$1344**

RONAL R15
Fits: VW and Honda
Sample Package:
(4) 15X6.5 wheels
(Silver Finish) with
(4) Michelin MXV3
205/60VR 15 tires
$984

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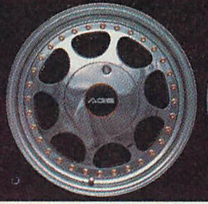
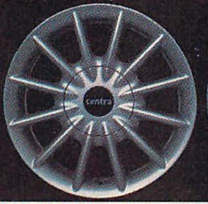
ROTA ANTARES
Sizes: 14", 15", 16"
Sample Package: (4) 15X6.5 wheels with (4) 205/60HR15 tires **$688**

ARE 398
Sives: 15", 16", 17"
Finish: Gold, Silver, Black
Special Package: (4) 16X9.5 **CORVETTE** 1984-1989 wheels with (4) 255/50ZR 16 tires **$1800**

AGE A103
Available with Chrome center
Sizes: 15", 16", 17"
Sample Package: (4) 16X7 wheels with (4) 225/60ZR16 tires **$2088**



AGE A109
Available with Chrome center
Sizes: 15", 16", 17"
Sample Package: (4) 15X7 wheels with (4) 205/60HR15 tires **$1775**



CENTRA TYPE 22
Sizes: 14", 15"
Sample Package: (4) 15X7 wheels (Silver finish) with (4) 195/50HR15 tires **$956**

ACT LS
Sizes: 15", 16"
Sample Package: (4) 15X7.5 wheels (Silver Finish) with (4) 205/60VR15 tires **$1080**

RONAL R20
Sizes: 14", 15", 16", 17"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) 195/60HR15 tires **$910**

TSW RONAL AKT SIMMONS FREEDOM DESIGN

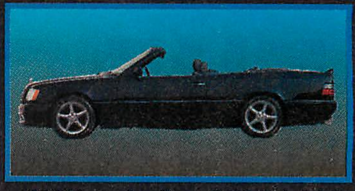
DP GENESIS
Sizes: 14", 15", 16"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) 205/60HR15 tires **$952**

DP SPYDER
Finish: Silver or White
Sizes: 16"
Sample Package: (4) 16X7 wheels (Silver Finish) with (4) 205/55VR16 tires **$1324**

DP ENDURO 3/S
Sizes: 16", 17"
Sample Package: (4) 16X7 wheels (Silver Finish) with (4) 225/50VR16 tires
(16" Porsche slightly higher) **$1896**

DP SELECT
Finish: Silver or White
Sizes: 14", 15", 16"
Sample Package: (4) 15X7 wheels (Silver Finish) with (4) 205/60HR15 tires **$1076**

DP REFLEX
Sizes: 15", 16"
Sample Package: (4) 16X7 wheels (Silver Finish) with (4) 205/55VR16 tires **$1216**



1994 Mercedes Benz E320 Cabriolet with 17" Antera 101.

YOKOHAMA

AVS INTERMEDIATE

195/65V5-14	$76
205/60VR-14	87
225/60VR-14	99
185/65VR-15	71
195/50ZR-15	103
195/55ZR-15	125
195/60VR-15	82
205/50ZR-15	122
215/50ZR-15	130
215/60VR-15	109
225/50ZR-15	137
225/60ZR-15	114
235/60VR-15	109
285/40ZR-15	174
345/35ZR-15	219
195/50ZR-16	115
205/50ZR-16	135
205/55ZR-16	149
225/45ZR-16	159
225/50ZR-16	152
225/55ZR-16	164
235/50ZR-16	160
235/60ZR-16	129
245/45ZR-16	163
245/50ZR-16	152
255/50ZR-16	159
215/40ZR-17	143
215/50ZR-17	176
235/45ZR-17	179
255/40ZR-17	189
255/45ZR-17	174
265/40ZR-17	185
275/40ZR-17	194
315/35ZR-17	242
335/35ZR-17	256
205/65VR-15	74
215/65VR-15	78
225/50VR-15	115
225/60VR-15	86
205/55VR-16	124
225/50VR-16	129
245/50ZR-16	129
255/50ZR-16	135
195/65VR-15	74
215/60HR-15	89
225/60VR-15	93
235/60HR-15	96

A509 PERFORMANCE

195/50VR-15	$92
205/50VR-15	109

A008P HIGH PERFORMANCE

195/65ZR-15	$95
215/60ZR-15	121
205/55ZR-16	179
225/50ZR-16	180
245/45ZR-16	194
205/50ZR-17	185
225/45ZR-17	189
255/40ZR-17	208
225/40ZR-18	209
265/35ZR-18	239

AVS U+4

185/60HR-14	$64
195/60HR-14	72
205/60HR-14	80
215/60HR-14	83
225/60HR-14	85
195/60HR-15	74

A378 ALL-SEASON

175/70HR-13	$36
185/70HR-13	39
185/60HR-14	47
185/70HR-14	42
195/60HR-14	53
195/70HR-14	44
205/70HR-14	47
215/60HR-14	60
215/70HR-14	50
195/60HR-15	63
205/60HR-15	65
215/60HR-15	67

A403 PERFORMANCE

195/50VR-15	$89
205/50VR-15	99
205/55VR-16	124
245/45VR-16	144
245/50VR-16	124
255/50VR-16	118

MICHELIN

MXV4 ALL-SEASON

175/70HR-13	$67
185/70HR-13	74
175/70HR-14	86
185/60HR-14	83
185/65HR-14	86
185/70HR-14	86
195/60HR-14	88
195/60VR-14	104
195/65HR-14	94
195/65VR-14	113
195/70HR-14	85
205/60HR-14	96
205/70HR-14	91
185/65HR-15	94
185/65VR-15	105
195/60HR-15	95
195/65HR-15	102
195/65VR-15	117
205/60HR-15	99
205/60VR-15	114
205/65HR-15	108
205/65VR-15	124
205/70VR-15	103
215/60HR-15	102
215/65HR-15	113
215/70VR-15	109
225/60HR-16	105
225/60VR-16	115
235/60HR-16	114
205/50ZR-15	149
205/60VR-15	119
215/60VR-15	121
215/65VR-15	124
225/60VR-15	124
205/55VR-16	156
205/55ZR-16	168
225/50VR-16	158
225/50ZR-16	174
225/55ZR-16	174
245/45VR-16	192
245/45ZR-16	201
245/50VR-16	175
245/50ZR-16	185
255/50VR-16	178
255/50ZR-16	195
245/45ZR-17	213
275/40ZR-17	242
335/35ZR-17	275
225/60HR-16	109
225/60VR-16	119
225/60ZR-16	140
245/45ZR-16	203
245/50VR-16	178
245/50ZR-16	187
215/60HR-15	102
255/50VR-16	184

XGTV/Z HIGH PERFORMANCE

195/60VR-14	$88
205/50VR-15	118

XGT H4/V4/Z4 ALL-SEASON

185/60HR-14	$79
195/60HR-14	86
195/60VR-14	99
205/60HR-14	92
215/60HR-14	98
195/60HR-15	92
205/55VR-15	149
205/60HR-15	97
205/60VR-15	128
215/60HR-15	96
215/60VR-15	121
215/65HR-15	92
225/60VR-15	125
225/70HR-15	90
205/55VR-16	154
205/55ZR-16	168
225/50VR-16	154
225/50ZR-16	176
225/55ZR-16	145

XGT4 ALL-SEASON

175/70R-13	$55
185/70R-13	59
185/70R-14	66
175/65R-14	61
185/65R-14	62
185/70R-14	64
185/60R-14	66
195/60R-14	66
195/70R-14	66
205/70R-14	69
195/60R-15	69
205/60R-15	67
205/65R-15	67
205/70R-15	71
215/65R-15	73
215/70R-15	82
215/60R-16	75
225/60R-16	82

MXM

225/55VR-15	209
225/55ZR-15	221
205/55ZR-16	224
225/55ZR-16	233
225/60VR-16	202
235/50ZR-16	239
235/60ZR-16	231

HIGH PERFORMANCE

185/60HR-14	$44
195/60HR-14	47
205/60HR-14	50
195/60HR-15	49
205/60HR-15	52
215/60HR-15	55
225/60HR-15	59
205/50HR-15	66
225/60HR-16	71
215/60HR-16	61
205/55HR-16	86

225/60ZR-15	$84
225/60ZR-16	94
205/55ZR-15	74
205/55ZR-16	99
195/50ZR-15	69
205/50ZR-15	84
225/50ZR-16	119
245/50ZR-16	124
255/50ZR-16	127
245/45ZR-16	134

MXV2

185/60HR-14	$81
195/60HR-14	83
195/60VR-14	105
185/55VR-15	113
195/55VR-15	108
195/60VR-15	121
195/65HR-15	105
195/65VR-15	114
205/60VR-15	116
215/50VR-15	146
205/55VR-16	144

MXX

205/55ZR-16	$198
225/45ZR-16	239

225/50ZR-16	219
245/45ZR-16	248
235/45ZR-17	254
335/35ZR-17	319

MXX3

205/50ZR-15	$191
205/50ZR-17	216
205/45ZR-16	211
225/45ZR-17	244
235/40ZR-17	258
255/40ZR-17	266
265/40ZR-17	269
235/40ZR-18	275
245/40ZR-18	281
285/35ZR-18	323
325/30ZR-18	349

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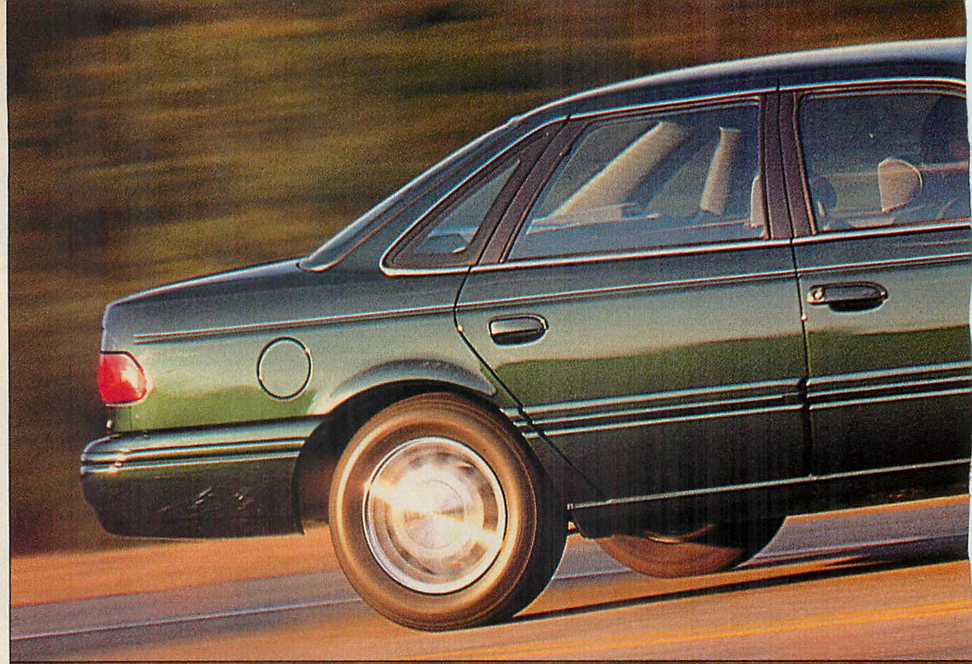
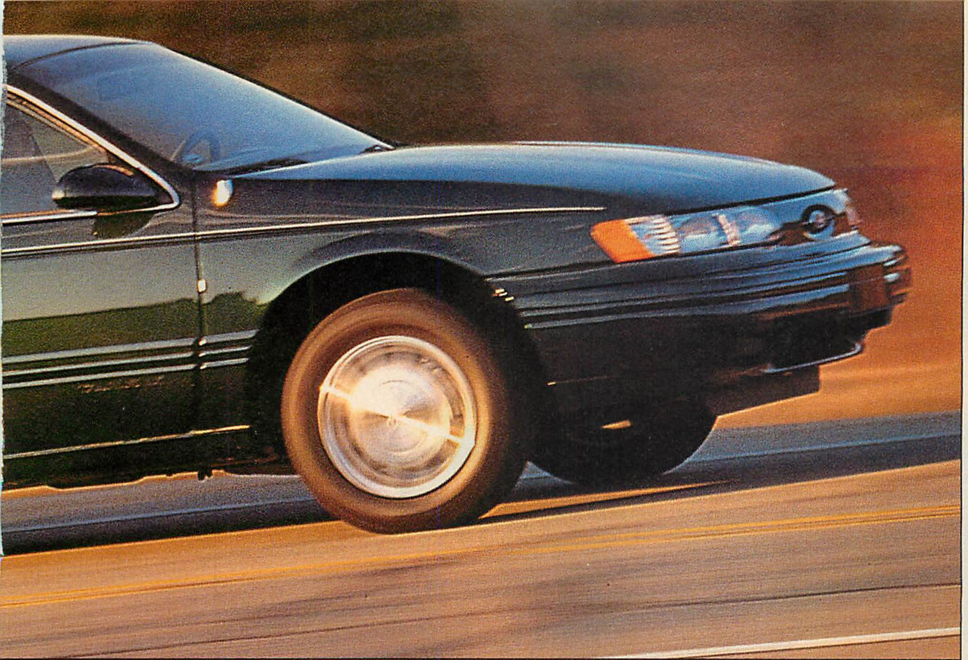
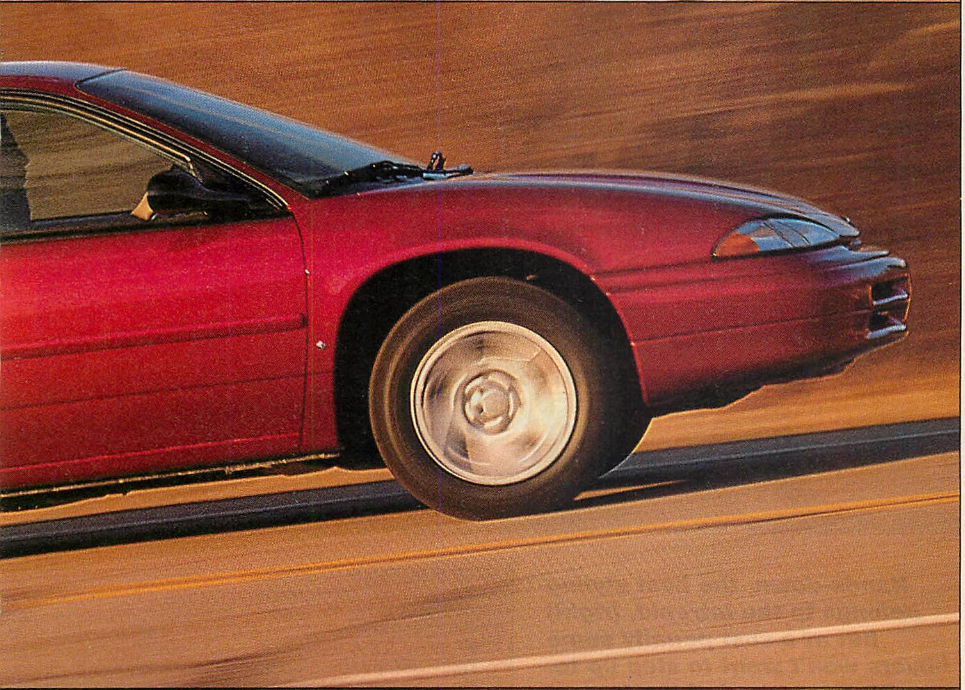


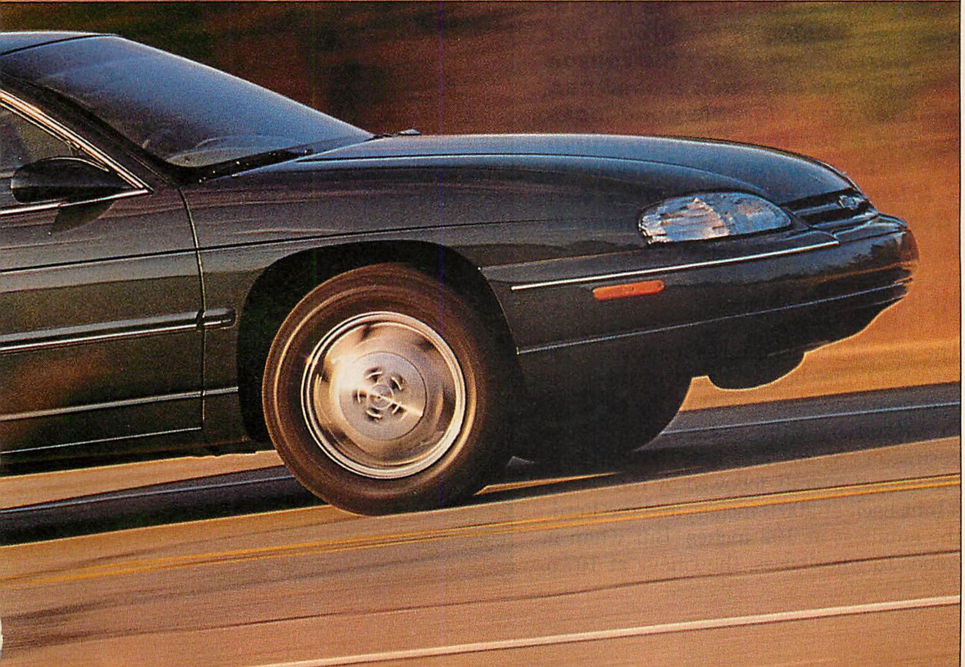
AMERICA'S LEADERS IN THE FAMILY-CAR SPACE-RACE, THE FORD TAURUS GL AND DODGE INTREPID, MAKE ROOM FOR THE NEW CHEVROLET LUMINA LS

by Daniel Charles Ross

PHOTOGRAPHY BY JIM FRENAK







ROAD TEST

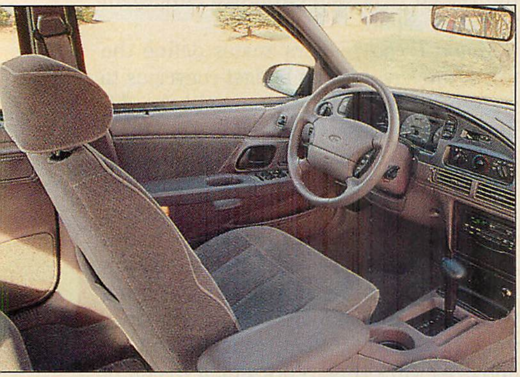
Two of the best domestic sedans on today's mid-size scene are the perennial sales champ from Ford, the Taurus, and the brash new kid on the block from Dodge, the Intrepid. It's clear the '95 Chevrolet Lumina faces a tough job competing with the two. With old name recognition and a new look, the Lumina must propel lagging Chevy sales onto a robust power curve by stealing customers from these other guys. Does this sound like a Maalox moment to you, too?

The desire for solid value is a fundamental characteristic of people looking to buy in the mid-size segment, so the fresh Lumina has to deliver the goods at a price that's competitive with the other two domestic players. As the best-selling car in America, the Ford Taurus is the de facto benchmark, yet Dodge's impressive Intrepid has elbowed in without so much as an "Excuuuuse me!" Though the Dodge is officially certified by Uncle Sam as a large car, and the Ford and Chevy as mid-size, this match is still close. All three are habitual buyer alternatives for tire-kickers interested in a well-equipped American four-door sedan.

Motor Trend readers' tastes define the word "universal," from budget-conscious to cost-no-object, so in order to split the difference, we chose standard-engine platforms with a number of the usual comfort and convenience option packages to add spice. That meant a 3.1-liter V-6 Lumina LS, a 3.3-liter V-6 Dodge Intrepid, and a 3.0-liter V-6 Ford Taurus GL. Each manufacturer offers other trim levels that bring with them larger, more powerful engines (and a reduction in fuel economy), but we opted for cars that represent a fusion of appealing gas mileage, adequate fun-to-drive competence for the money, and respectable creature comforts over the typically long period of ownership or lease.

Stylistically, these three couldn't be more different. Although renovated as recently as the '92 model year, the Taurus looks so much like the previous-generation car that few civilians can distinguish one from another without coaching. A tall hoodline and high rear decklid make for a reduced outward view. The Ford was ahead of its time when the basic aerodynamic shape was introduced as an '86 model, and though its look is getting old, it may actually help strengthen the Taurus' popularity in a segment that understands and appreciates the familiar. In fact, the Taurus front-end theme of the blue Ford oval set into a rounded nose has expanded to the Escort line, too.

The Dodge Intrepid is less conservative than the Taurus, but that hasn't hampered its popularity. It's one of the most successful design exercises in modern American history. Chrysler has this cab-forward thing down to a science. The In-



trepid has a large, airy greenhouse and low cowl, providing excellent outward visibility. Its distinctive shape includes the Viper-derived crosshairs grille for sportiness, yet the large doors and trunk put it squarely in line with the down-to-earth needs of people and cargo. The happy result is a sedan with loads of character. Its charisma in the face of Taurus' domination confirms there's a spot in this segment for something different.

The Lumina's fresh shape fits well between the formality of the Taurus and the expressiveness of the Intrepid, but because it's so clearly a compromise, it sets few hearts racing around *MT*. From the low hoodline to the gently rounded greenhouse to the equally curvy tail, the Lumina is a modern car, but one without overt sparkle needed to stand out against the Dodge and Ford. Conservatism may feed the historical appetite of sedan buyers, but Chevy could've made a bigger emotional splash with this long-awaited car. The Intrepid proves it can be done without turning off the mainstream buyer.

Hands-down, the best styling belongs to the Intrepid, (right) but at a cost penalty some buyers won't want to step up to. It's possessed of the largest engine in the group, but performance isn't the reason people buy such a base car. They want durable good looks and a comfortable ride, which this car has in abundance. Intrepid is an official large car, designed to pull price-conscious mid-size buyers upscale.

MEASURING UP

The tale of the tape measure was an interesting one, because part of the mid- and near-mid-size appeal is the security imparted by that reassuring metal perimeter. At 201.7 inches, the Dodge is the longest overall, followed by the Chevy a hint back at 200.9 inches, and the Ford, the smallest at 192 inches. But when it comes to wheelbases, the Chevy at 107.5

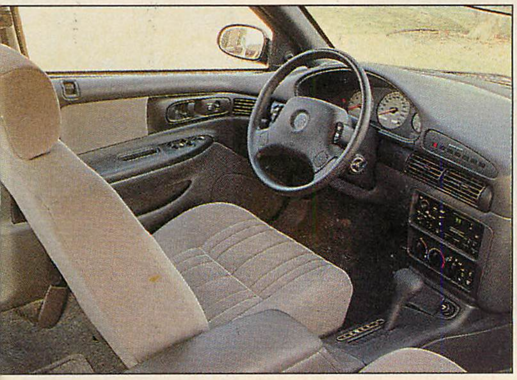
Ford's long-running benchmark sedan (left) has all the right stuff—dual airbags, optional antilock brakes, and conservative appeal, but the overall design is no longer cutting-edge. In base-engine form, it can't compete with the horsepower of its two domestic competitors. The interior is comfortable, but it, too, is in need of freshening in the wake of Intrepid's success. The all-new car is due for '96.

inches and the Ford at 106 inches both bow to the Dodge, which spans to 113 inches. An extended wheelbase is one of the chief attributes of the cab-forward design, and this theoretically translates to the inside as gains in interior room.

The Intrepid does offer a larger total interior volume, but all three of these test subjects show well in passenger accommodations. With the Intrepid's 104.5 cubic feet for people and 16.7 for cargo, the combined figure of 121.2 cubic feet just clears the 120-cubic-foot barrier between the federal classifications for mid-size and large cars. The Taurus checks in with 100.3 cubic feet of room for humans and a luxurious 18.0 cubic feet of trunk for stuff. The new Lumina is in the ballpark with 100.4 cubic feet of interior room, but its cargo hold is out of the game, offering a comparatively modest trunk of 15.7 cubic feet.

Not surprisingly, similar peoplescapes mean comparable dimensions in key interior areas. The Ford and Dodge seat five, two in front buckets and three on rear benches. The Lumina will seat six, three on a split 60/40 front "bench" and three in the rear. Front-seat head room in each car is ball-cap generous. These sedans are remarkably smack-on each other here with 38.4 inches for Chevy and Dodge and 38.3 for the Ford. Head room was a virtual match in the important rear section, too, with Ford leading at 37.6 inches, but Chevy and Dodge only a click behind at 37.4 and 37.2, respectively.

Rear-seat comfort is a big priority for adults, who often ride back there as frequently as the kidlets. Again, each sedan carves a different niche in this area. The Dodge is firmly supportive, the Chevy is



Chevy didn't stretch the design envelope in creating this car, but it's an improvement over the boxier Lumina rendition it replaces. It's conservative, but it cuts an impressively clean hole in the atmosphere, reducing noise on the inside. Additional body structure and sound insulation keep road sounds outside. Its 160-horsepower 3.1-liter V-6 made the fastest acceleration numbers of the threesome.

softer, but retains essential support (especially in the lumbar area). The Ford rear seat is softer than either of the other two, but more comfortable than the Lumina. What stands out is the Lumina's low rear-seat cushion, a classic maneuver to expand rear-section head room. We found the Chevy's cushion too short and too low. With our size 10s flat on the floorboard, the fronts of our legs were off the seat entirely.

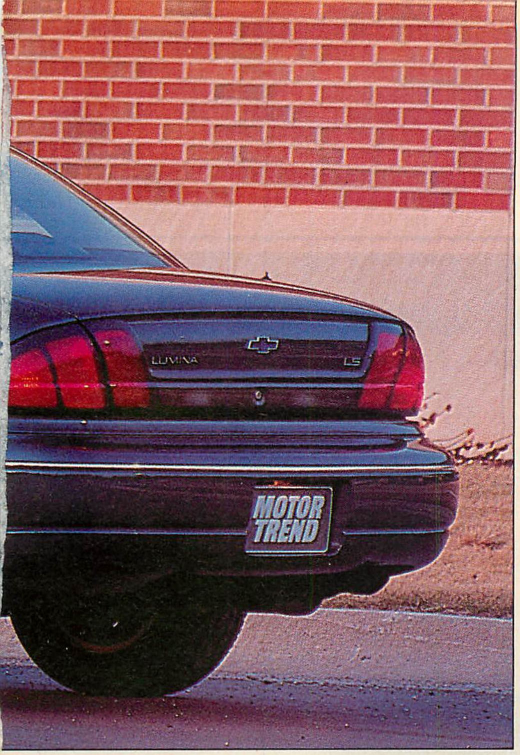
Overall, each of the three cars' seating systems offers adequate comfort and support, but with some distinctions. The Taurus' seats are the softest of the trio and maximize passenger isolation. The Intrepid's are firmer and have sporty appeals; and splitting the difference, the Lumina's general comfort and support are present in equal measure, and we like this blend the best for the purpose.

Each car's interior has peaks and valleys in terms of user-friendliness. Of course, each has four large doors for easy ingress and egress, but the Lumina's forward hatches seem to have been assembled on a planet with less gravity than ours. On Earth, they're heavy, especially when opening them from the inside. The gates supplied for the Intrepid and Taurus are lighter and easier to open and close. Because we specified higher equipment levels, each of our cars was dressed in a full array of comfort attire, with power-operated amenities such as cruise control, power windows and door locks (standard on the Lumina LS, optional on the Intrepid and Taurus GL), radio/tape upgrades, and more. It's interesting to note that all three manufacturers offer these cars with air conditioning, power-assisted steering, and power brakes as standard equipment. Only the Dodge offers optional speed-sensitive steering, so we took that, too.

Each provides standard dual airbags and three-point seatbelts with adjustable shoulder-belt anchors, addressing a common user complaint. Befitting their places in the automotive firmament, none of these three is noteworthy in the instrument department. Each has typical, functional, readable gauges—just not many of them. Inexplicably, the Taurus supplies a 7000-rpm tach and an 85-mph speedo. The Lumina's instrument panel is modern and uncluttered, with gauges easy to read at a glance. The Intrepid's are by far the best-looking and sportiest of the litter, with Viperesque black numerals on white faces.

THE REAL WORLD

All three powertrains are configured similarly, reinforcing their competitive nature, but with distinctly different results in



horsepower production and performance. Each is a front-engine, front-drive automobile, powered by a V-6 powerplant (see the accompanying engine sidebar) coupled to a four-speed automatic transmission. All the engines are conventional overhead-valve and have two valves per cylinders. The Taurus' 3.0-liter displacement offers 140 horsepower at 4800 rpm, the Lumina's 3.1-liter (completely renovated this year to the tune of 20 additional horsepower) makes 160 horses at 5200 rpm, and the Intrepid's 3.3-liter motor offers 161 horsepower at 5300 rpm. The Chevy and Dodge have similar torque numbers, 185 pound-feet at 4000 rpm and 181 pound-feet at 3200 rpm, respectively. The Ford is way down the scale in basic grunt at 165 pound-feet at 3250 rpm, but this is about the routine mark for cars in the class. Each engine meters fuel via electronically controlled multipoint fuel injection, and the EPA fuel economy numbers are parallel. The Lumina's city/highway figures are 19/29, the Intrepid's are 20/28, and the Taurus' are 20/29.

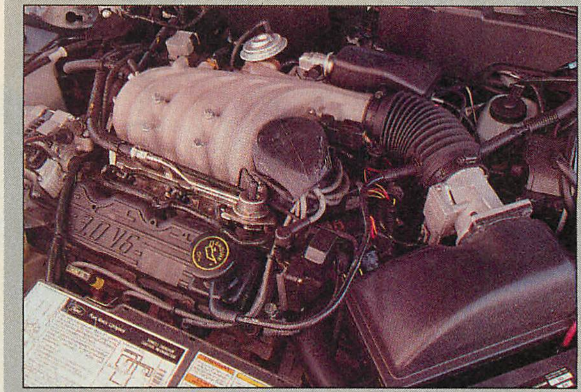
Though test-track performance is always near and dear to our hearts, road performance is of equal importance for this segment; it's the primary concern of the majority of sedan buyers. We spent lots of time at the test site, but also on the back roads of lower Michigan to gather real-world impressions of ride and handling. All three cars offer similar fully independent suspension systems front and rear. The trio share MacPherson struts, coil springs, and anti-roll bars up front; however, the Lumina's rear underpinnings feature coil struts with multi-links. With virtually identical suspensions, it was interesting to discover the corporate identity present in both the ride quality and the handling.

PERENNIAL PUSHRODS

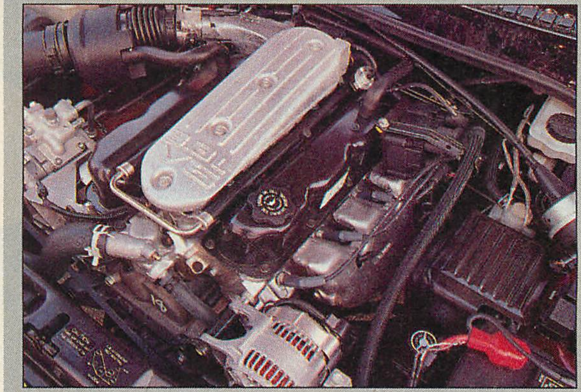
Imports have all but abandoned pushrod engines, but that hasn't discouraged American manufacturers from standing by this inexpensive power source. The domestic brands also admire OHV engines for their compactness and simplicity.

Traits common to the three pushrod V-6s in this test are:

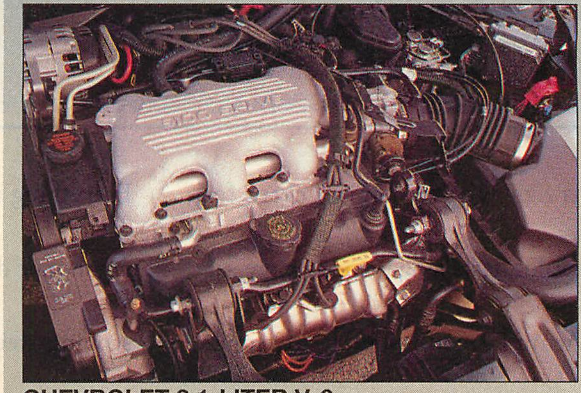
- Approximately three liters of piston displacement to provide adequate acceleration with reasonable fuel economy.
- A tuned-length intake manifold to maximize mid-range torque without significantly penalizing high-rpm output.
- Modern electronic engine controls, such as sequential injection (fuel delivered to each cylinder in synch with the intake stroke).



FORD 3.0-LITER VULCAN V-6



DODGE 3.3-LITER V-6



CHEVROLET 3.1-LITER V-6

FORD 3.0-LITER VULCAN V-6

The oldest engine in this threesome is Ford's Vulcan V-6, which was introduced with the '86 Taurus. In over eight years of production, there have been few design changes, so Ford engineers must believe they got this engine right out of the box.

The Vulcan has the smallest piston displacement of the group and therefore trails Chevy and Dodge in both horsepower and torque. While the competition opts for more modern aluminum cylinder heads and distributorless ignition, Ford still uses iron heads and the time-honored approach to routing electrical energy to the spark plugs.

DODGE 3.3-LITER V-6

Chrysler Corporation's first in-house V-6 (for cars) was introduced for the '90 model year. Worthy features include roller lifters to cut friction and a block-mounted detonation sensor to help exploit all the octane that's pumped into the gas tank. With a 10-percent displacement advantage over the Vulcan V-6, the Dodge engine wrings out more torque at a lower rpm and more peak horsepower at a higher rpm.

CHEVROLET 3.1-LITER V-6

The new kid on the block is GM's V-6, a 15-year-old engine completely reengineered just last year (essentially an all-new design manufactured with carryover tooling). Noteworthy advancements include a structural aluminum oil pan with cross-bolted main-bearing caps, individual cam lobes mechanically locked onto a tubular steel camshaft, composite-plastic valve covers, and a high-resolution distributorless ignition system.

The Chevy V-6 leads the pack in peak torque and almost matches the horsepower output of the larger Dodge V-6. More important, when you step down on the gas, this engine delivers the most energetic surge ahead...even without the benefit of overhead camshafts. *—Don Sherman*

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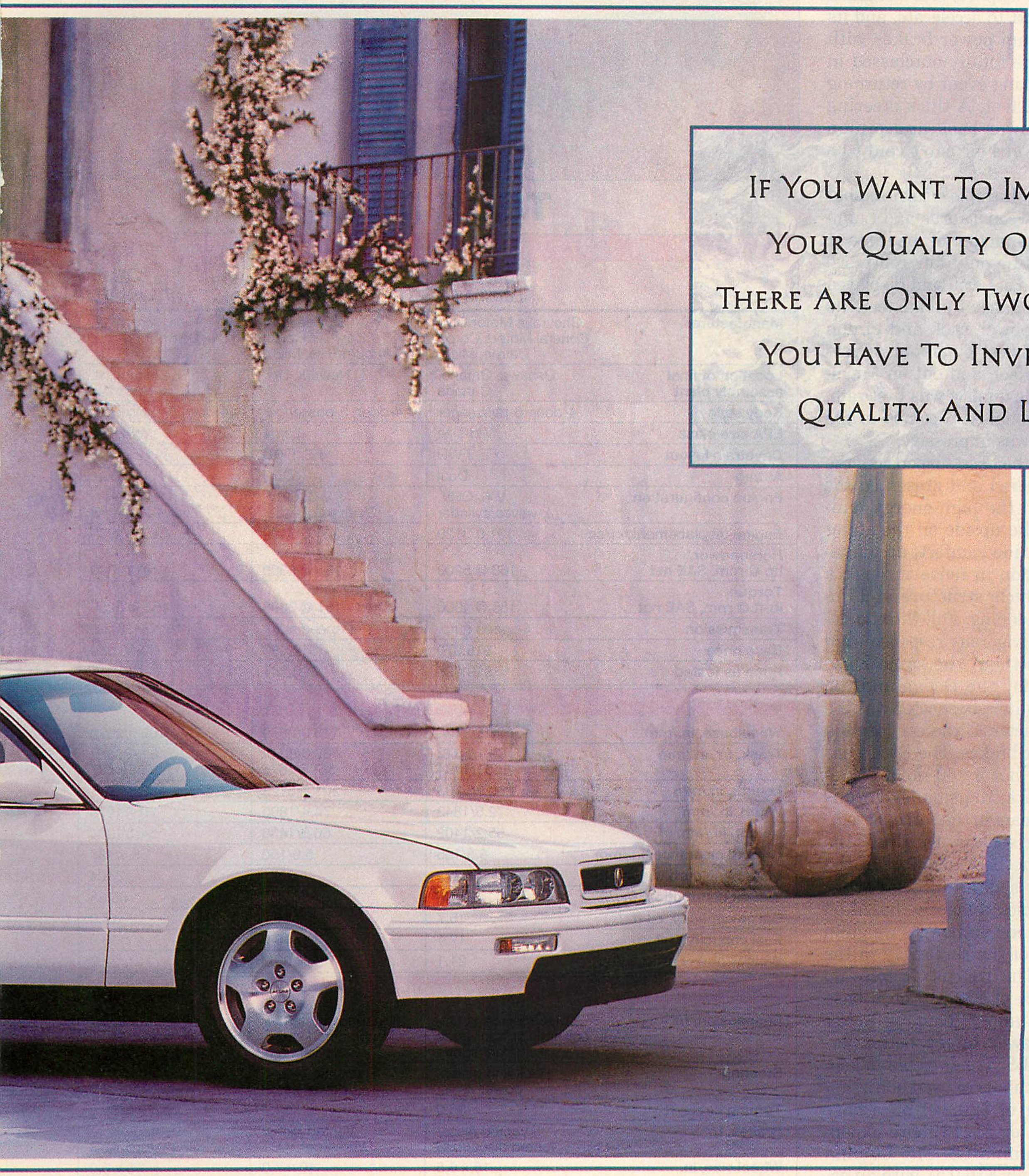
Quality is worth paying extra for. Quality maintains its value, lasts longer and is more satisfying to own. The Acura Legend is a perfect example. Everything about it makes driving more enjoyable. The ergonomic design of its interior includes a tilt and telescoping steering column and an eight-way adjustable



IF YOU WANT TO IMPROVE
YOUR QUALITY OF LIFE,
THERE ARE ONLY TWO THINGS
YOU HAVE TO INVEST IN.
QUALITY. AND LIFE.

driver's seat that automatically remember the position you find most comfortable. While the finish of its exterior is specially treated to remain lustrous for years.

The Acura Legend. Now that we think about it, maybe there's only one thing you have to invest in.

SOME THINGS ARE WORTH THE PRICE. ACURA

Though the test numbers don't reflect it, the Taurus felt the sportiest at the track. It had excellent and unexpected roll stiffness in transitions, but the dark side showed up later on the highway where payment was made in a tauter ride accompanied by tire slap. Its small-engined self was the slowest to accelerate, and its front-disc/rear-drum power brakes with optional ABS were totally outclassed in the 60-0-mph braking event by returning a distance of 142 feet. A thick steering wheel directs power rack-and-pinion steering, but the driver can't count on much road feel.

Next it was the Intrepid's turn to split the difference between Taurus and Lumina. It was the mid-handler of the three at the track, exhibiting only fair roll resistance, but it took a set well and displayed minimal, easily managed understeer. Its speed-sensitive power rack-and-pinion steering was liked best by all our drivers for precision and feel, and out on Michigan two-lanes, ride quality was first-rate. Its disc/drum/optional-ABS combo in the max-braking test was impressive.

Equipped with the base suspension, the Lumina understeered and presented the most body roll in the high-energy handling tests, but the upside on the street was exceptional ride comfort, accompanied by a reduction in noise through a strengthened vehicle structure and improved sound deadening. Full-throttle demands provoke a vigorous response from the Chevy six without the same noise penalty exacted by the Dodge and the Ford. Chevy's 3.1-liter six-shooter was the most attractive factor in the car, abetted by four-wheel disc brakes. The Dodge has good launch feel, but by 60 mph, it's almost a second back; the smaller Ford is 1.2 seconds in arrears in the same period.

Of these three sedans, we think the Lumina LS is the best example of the tough-to-master sedan-builder's craft. But if you can't pick a favorite based on style or performance, economics weigh in to tip the scales of the three-way in the Lumina's favor. The Taurus GL totes up an as-tested price of $20,815 on a base price of $18,885, an eye-popping $1787 more than the newer, larger, better-performing Lumina LS. The Intrepid falls in the center of the trio, with an as-equipped sticker of $20,241 on a base price of $17,690, or $1213 more expensive than the Lumina LS. The Lumina LS base price is only $16,970, with an as-tested cost totalling $19,028. We think the attractive price and desirable performance of this family-oriented Chevrolet will distinguish it in ways its incognito styling won't. It should do well even against Japanese competitors like the Accord and Camry, which with sticker-price headaches due to currency-exchange rates, are in for some Maalox moments of their own.

TECH DATA

GENERAL

	Chevrolet Lumina LS	Dodge Intrepid	Ford Taurus GL
Manufacturer	Chevrolet Motor Div., General Motors Corp., Detroit, Mich.	Dodge Div., Chrysler Corp., Auburn Hills, Mich.	Ford Motor Co. Dearborn, Mich.
Location of final assembly plant	Oshawa, Ontario, Canada	Newark, Del.	Chicago, Ill.
Body style	4-door, 6-passenger	4-door, 5-passenger	4-door, 5-passenger
EPA size class	Mid-size	Large	Mid-size
Drivetrain layout	FE, FWD	FE, FWD	FE, FWD
Airbag	Dual	Dual	Dual
Engine configuration	V-6, OHV, 2 valves/cylinder	V-6, OHV, 2 valves/cylinder	V-6, OHV, 2 valves/cylinder
Engine displacement, ci/cc	191.0/3129	201.5/3302	182.0/2983
Horsepower, hp @ rpm, SAE net	160 @ 5200	161 @ 5300	140 @ 4800
Torque, lb-ft @ rpm, SAE net	185 @ 4000	181 @ 3200	165 @ 3250
Transmission	4-speed auto.	4-speed auto.	4-speed auto.
Base price	$16,970	$17,690	$18,885
Price as tested	$19,028	$20,241	$20,815
DIMENSIONS			
Wheelbase, in./mm	107.5/2730	113.0/2870	106.0/2692
Track, f/r, in./mm	59.1/58.8/ 1501/1494	62.0/62.0/ 1575/1575	61.6/60.5/ 1565/1537
Length, in./mm	200.9/5103	201.7/5123	192.0/4877
Width, in./mm	72.5/1842	74.4/1890	70.7/1976
Height, in./mm	55.2/1402	56.3/1430	54.1/1374
Ground clearance, in./mm	6.5/165	5.9/150	5.4/138
Mfr's base curb weight, lb	3372	3271	3104
Weight distribution, f/r, %	64/36	65/35	65/35
Cargo capacity, cu ft	15.7	16.7	18.0
Fuel capacity, gal	17.1	18.0	16.0
Weight/power ratio, lb/hp	21.1	20.3	22.2
CHASSIS			
Suspension, f/r	MacPherson struts, coil springs/transverse leaf spring	MacPherson struts/ MacPherson struts, coil springs	MacPherson struts/ MacPherson struts, coil springs
Steering	Rack and pinion, power assist	Rack and pinion, power assist	Rack and pinion, power assist
Turning circle, ft	39.0	37.7	38.6
Brakes, f/r	Vented discs/ vented discs/ABS	Vented discs/ Drums/opt. ABS	Vented discs/ Drums/opt. ABS
Wheel size, in. **Material**	16 x 6.5 Cast aluminum	16 x 7.0 Polycast steel	15 x 6.0 Stamped steel
Tire size **Mfr. and model**	225/60SR16 Goodyear Eagle GA	225/60SR16 Goodyear Eagle GA	205/65TR15 General Ameri-Tech ST
PERFORMANCE			
Acceleration, 0–60 mph, sec	9.5	10.3	10.7
Standing quarter mile, sec/mph	17.0 @ 80.8	17.5 @ 77.7	17.7 @ 77.8
Braking, 60–0, ft	132	128	142
Handling, lateral acceleration, g	0.78	0.78	0.77
Speed through 600-ft slalom, mph	62.6	61.9	61.4
EPA fuel economy, mpg, city/hwy.	19/29	20/28	20/29

People who buy Chargers always stick with 'em.

Call it what you want: grip, stickiness, handling, traction, lateral acceleration (ooh-la-la!), pulling g's...but what brings people back to a particular performance tire is *confidence*. Confidence you can hold a hard line through a tight curve. Confidence you can maneuver out of a tight spot. Confidence you can stop *now*.

You get it with Kelly Chargers. And something more...something you may not expect from a performance tire: terrific mileage. Mileage that actually surpasses the competition's expensive performance tires in independent tests.*

And all at a price that's worth sticking with. Which means that, size-for-size, similarly speed-rated Kelly Chargers deliver better value down the road.

In SR, HR and VR speed ratings and over 50 popular sizes, Kelly Charger performance radials are always a good deal on a great tire. Which probably explains why America is stuck on 'em.

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* Charger HR and VR vs. competitive tires in that category, results available upon request.

Just how exceptional are the handling

Maybe we're guilty of exaggeration. But we won't get any arguments from the editors of *AutoWeek*, who said of the Nissan® Altima® SE, "This sedan rides and handles like a BMW 2-Series, if there were a BMW 2-Series."*

Another Bavarian comparison came from *Motor Trend*, who said, "Once you consider this Nissan's spunky acceleration, taut handling, Corvette-level braking and top-flight driving environment, it might well also be a smart alternative to dream cars like the $30,000 BMW 325i."**

And quite a bit more economical, too. In addition to an eager 150-horsepower, 2.4-liter DOHC engine, 4-wheel disc brakes and a sport-tuned suspension, the Altima SE

*Nissan Motor Corporation U.S.A. Smart people always read the fine print. And they always wear their seat belts. Nissan Altima SE model shown. *AutoWeek,*

abilities of the Nissan Altima SE?

offers the type of amenities normally found on more-sedate luxury sedans. Like power windows, power door locks, a four-speaker AM/FM cassette stereo and a sophisticated four-sensor Anti-lock Braking System.†

But perhaps *Sports Car International* put it best and most succinctly when they flatly declared, "There is nothing in the same league at anywhere near the price."††

For information, call 1-800-NISSAN-3, ext. 474 or arrange a test drive at your Nissan Dealer. Of course, if you're really intent on putting the Altima SE through its paces, we suggest you bring your own cones.

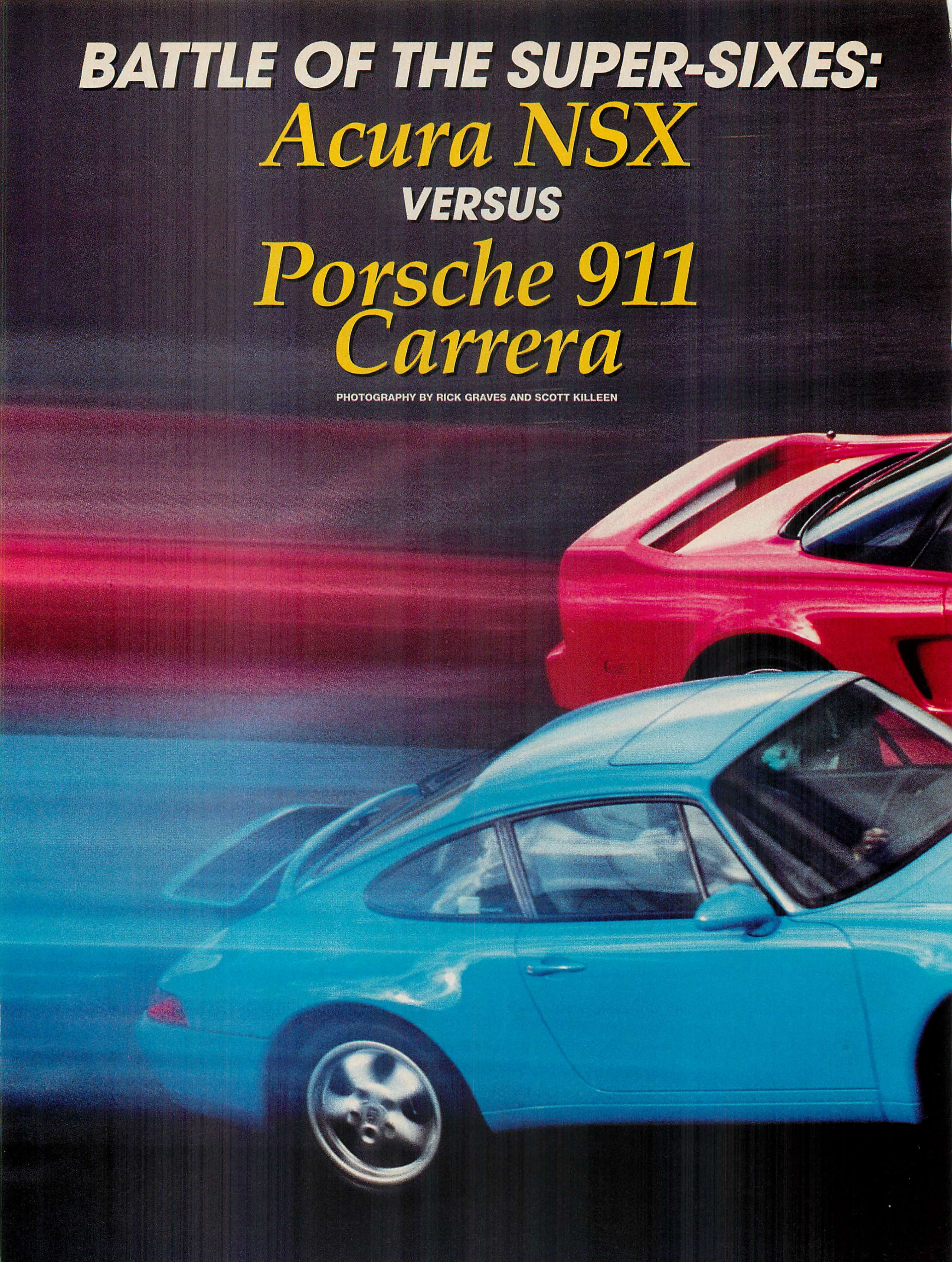
It's time to expect more from a car.™ NISSAN®

*July 12, 1993. **Motor Trend, October 1992. †Optional equipment on the Nissan Altima SE, GLE and GXE. ††Sports Car International, August 1993.*

BATTLE OF THE SUPER-SIXES:

Acura NSX VERSUS Porsche 911 Carrera

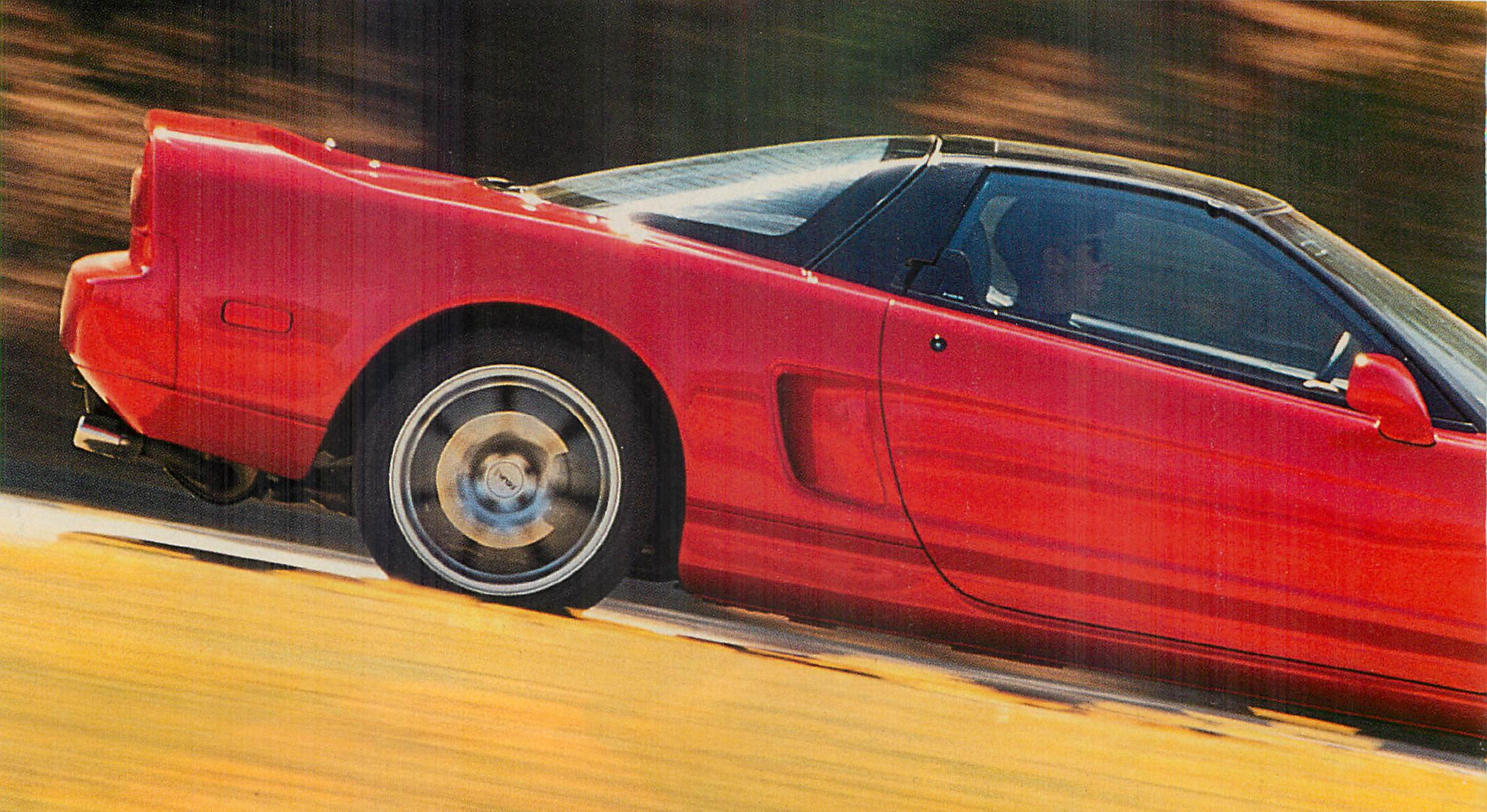
PHOTOGRAPHY BY RICK GRAVES AND SCOTT KILLEEN



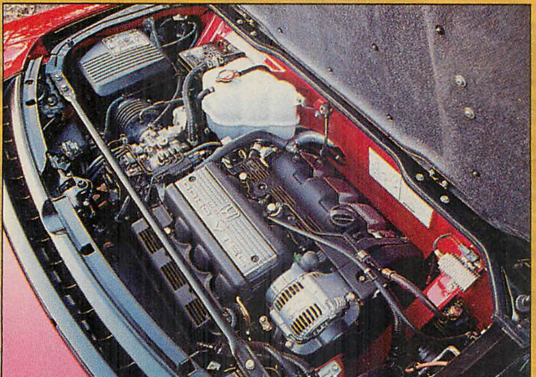
Old school vs. new tech: Two lead-footed writers duke it out at redline

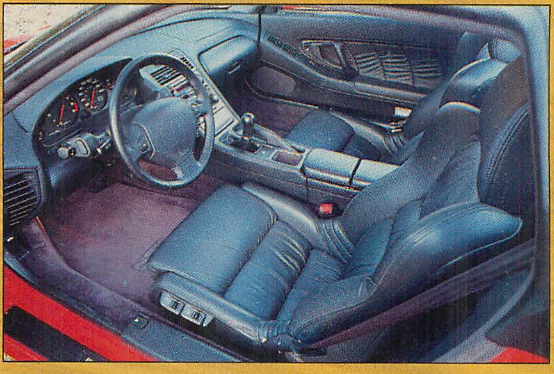
ROAD TEST

Think of it as *Motor Trend's* equivalent of a Siskel and Ebert movie review, but with a twist: two cars, two drivers, two points of view—a star-studded sports-car duel, with tire smoke, redline shifts, and sideways drivin' included at no extra charge. The sultry mid-engined Acura NSX is in its fourth year of production, while Porsche's evergreen 911 Carrera has been significantly upgraded for '95—sleeker, more powerful, and $5000 less expensive than last year's model. Two cars of similar performance, but decidedly different attitudes. Grab your Milk Duds and hang on for the ride.



This high-output V-6 knows how to get down to business—and when to keep quiet. At cruise speed, it's subdued; at redline, it's wild. Variable valve lift and timing (VTEC) means that it makes an inordinate amount of power for an engine its size, but still retains strong bottom-end output.

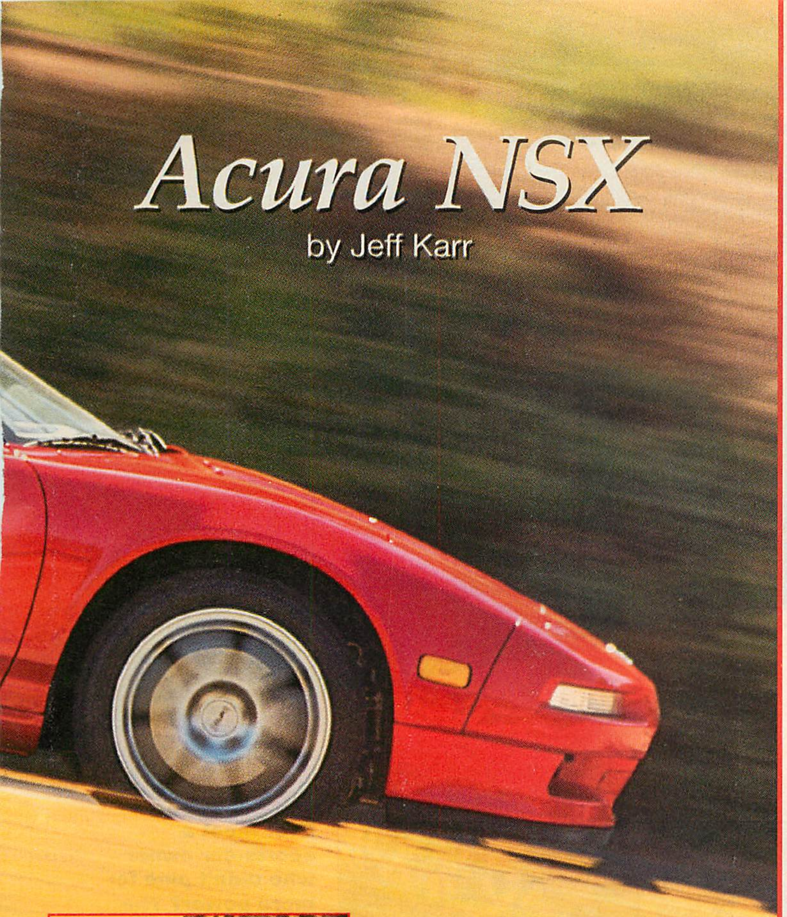




Although it only holds two people, the NSX' cabin has an open, airy feel. It has a relatively tall greenhouse for a mid-engine car, making visibility good in all directions. Seats are supportive without feeling confining on long drives, and the controls are laid out with Accord-like common sense. Due to minimal interior storage space, anything larger than a credit card must be stowed in the trunk.

Acura NSX

by Jeff Karr



Five years ago at Honda's Tochigi test track, I drove an amazing automobile. Along with a few other lucky journalists, I was turned loose on the high-banked oval and deserted road course to go berserk in this all-new sports car. The technology built into it was remarkable, but not as remarkable as the restraint shown by its makers. Throughout its design and development, they never lost sight of what the machine should do or how it should feel. They resisted the temptation of loading it down with needless technology. They kept it pure. And the car was tremendous.

Today, I'm no less impressed with the Acura NSX. Nothing else quite equals this automobile's balanced overall performance. Not the fastest sports car in the world, the NSX nevertheless remains strongly in the running for the title of The Best; spend some time with an NSX, and I think you'll agree.

For all its virtue, the NSX has been less than a runaway sales success. The reason is difficult to pinpoint. It could be that it needs more horsepower to be taken seriously among other supercars. Or maybe it's that the Acura name doesn't have the cachet of Ferrari, Lamborghini, or Porsche. Those marques, steeped in history, lend romance and appeal to cars that carry their names. The NSX, on the other hand, comes from humble passenger-car lineage.

No matter, the car is brilliantly designed. By minimizing its mass with extensive use of aluminum and even titanium, the NSX is able to equal or outperform many other more powerful cars in a straight line, and then humiliate them in the turns. Low mass makes it possible to excel in all areas of performance, not just a few. Besides, it's more elegant to vanquish your enemies with a stiletto, than to hack them apart with an axe.

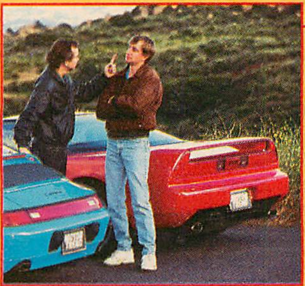
The Acura's engine is positioned amidships, like a Formula One car. Unlike a racer, however, the V-6 engine sits transversely behind the passenger compartment. The luscious-sounding 3.0-liter powerplant has lightweight titanium connecting rods to jack up the engine's rev ceiling to 8000 rpm, and VTEC DOHC cylinder heads to take full advantage of that ample head room. Peak output is 270 horsepower—the same as the 911's larger flat-six. The Porsche, though, holds a torque advantage of 33 pound-feet. These figures pale against the dyno-bending numbers you see from some other supercars, but the NSX and 911 have a head start in any speed contest: the NSX weighs just 3020 pounds, and the 911 weighs only 44 pounds more. Acceleration in either car ranks as fierce, but just shy of awesome. In a sprint, both cars hit 60 mph in 5.3 seconds. Beyond that velocity, the NSX enjoys a small but increasing advantage.

The NSX is the only rear-drive car in the Honda/Acura inventory. It feeds its power through a sophisticated limited-slip differential, with help from a defeatable traction-control system. Upper and lower control-arm suspension is used at all four corners, with lovely aluminum forgings everywhere you look. The suspension rates are firm, but not abusively so. The wheels and tires are the only significant change to the '94 model. They've grown taller and wider; wheel width is up a half inch, and the diameter is increased by an inch. The new Yokohamas are wider and have a lower profile.

You don't need to comb a spec sheet to appreciate the NSX, though. All you really have to do is drive it. This is one exotic with Legend-like livability. True, it has the low-down seating typical of the genre, but shallow sills and exceptional ergonomics make it easy to get in and acclimated. Visibility is excellent. The NSX has the Porsche 911 beat on a number of livability counts, but loses out on one; the 911's back seat, though small, is quite a bit more useful than none at all.

Motor Trend proclaimed the NSX the World's Best Handling Car back in the May '91 issue, and we're not about to back down from that declaration. The Acura's unboosted steering is heavy at low speed (the automatic-transmission versions get power assist), but it's full of feel and marvelously accurate. The new tires and wheels have elevated the car's handling capabilities further still; the Acura betters the 911 on the skidpad, and positively embarrasses it in the slalom. On the road, the NSX is balanced, predictable, and extremely agile. The 911 improved though it is, feels just a little quirky and imprecise by comparison. Van Tune can do his best to romanticize the Porsche's deviant qualities as some sort of manhood-affirming right of passage, but the NSX reveals that swift cornering is only a product of fine engineering and driver talent—not a voodoo ritual.

So here we have the NSX: Five years after my first drive in a prototype in Japan, I'm still emotionally involved with the car. This thing is a fabulous piece of engineering, but more important, it's just plain wonderful to drive. But can it hope to compete with a car of the breeding and prestige of the 911? Not on those terms, it can't. Separate the hardware from the history, though, and the Acura NSX—even at $72,500—is the clear victor.

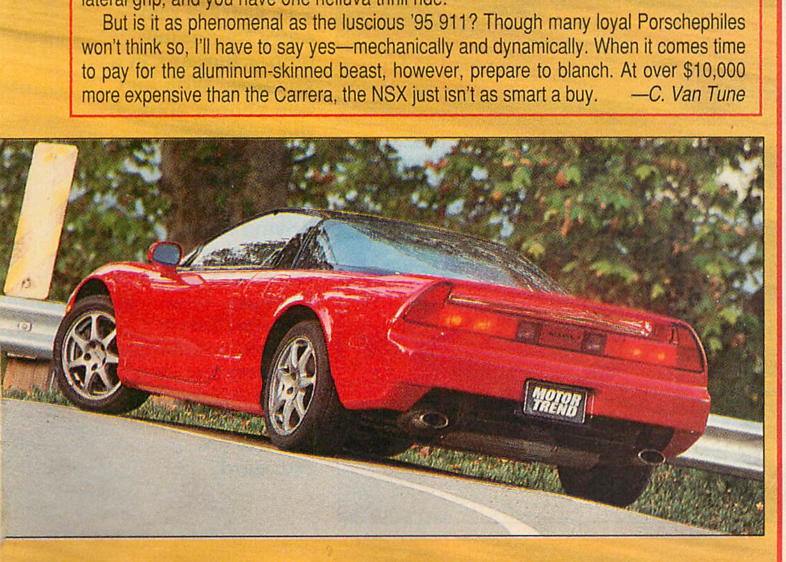


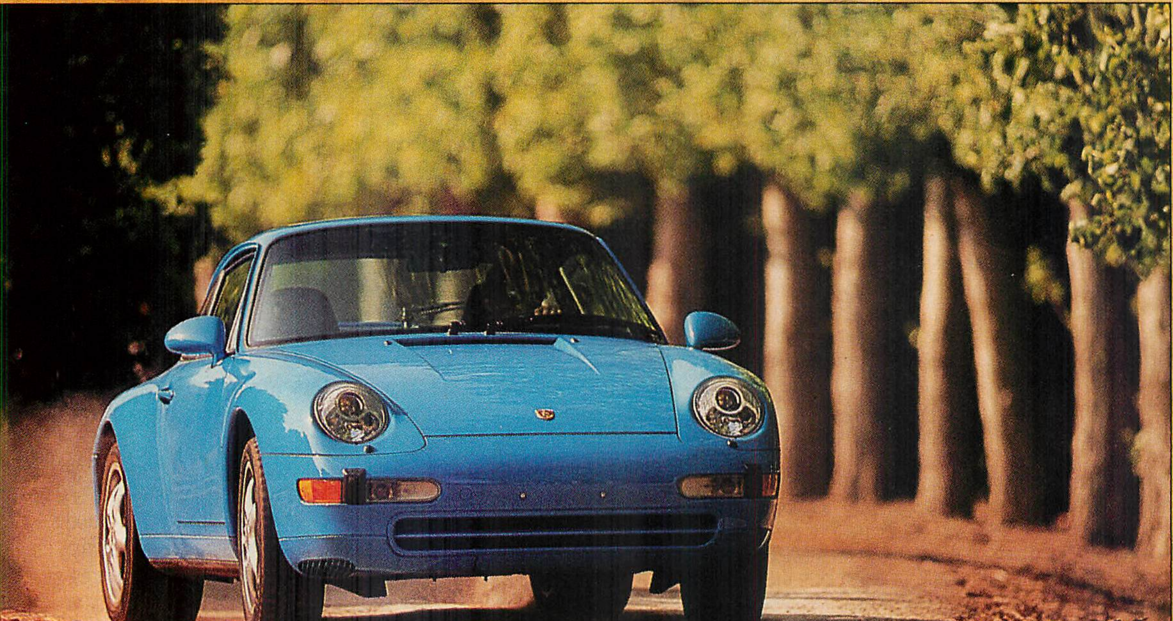
Second Opinion: ACURA NSX

The first time I drove an NSX, I was disappointed. What with all the wide-eyed accolades I was hearing from my office cronies (Don Fuller called it "The best sports car the world has ever produced. Any time. Any place. Any price.") I'd expected the Second Coming. Instead I found the top-drawer techno-Acura to be more bark than bite. Sure, it was well crafted. Yep, it had a terrific sound. Okay, so it had titanium connecting rods. So what? To my g-force-addled libido, it just didn't seem that quick. Give it another 75 horsepower and call me in five years.

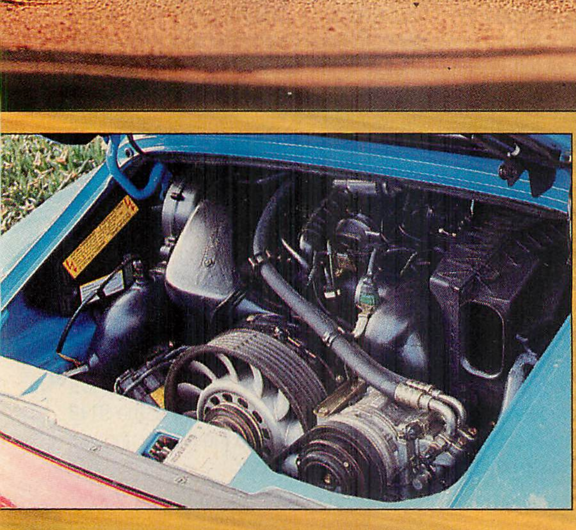
Five years have passed and something has changed. Although I'm still not wowed by its pseudo-Ferrari character lines, this mid-engined Acura packs enough performance to humble more than one prancing pony from Maranello. It's the quickest NSX we've ever tested, besting last year's version by 0.3 second and 5 mph in the quarter-mile rush—though its horsepower and torque ostensibly haven't improved from day one. Combine that fervent push with a perfect gearbox, gorilla brakes, and 0.95 g of lateral grip, and you have one helluva thrill ride.

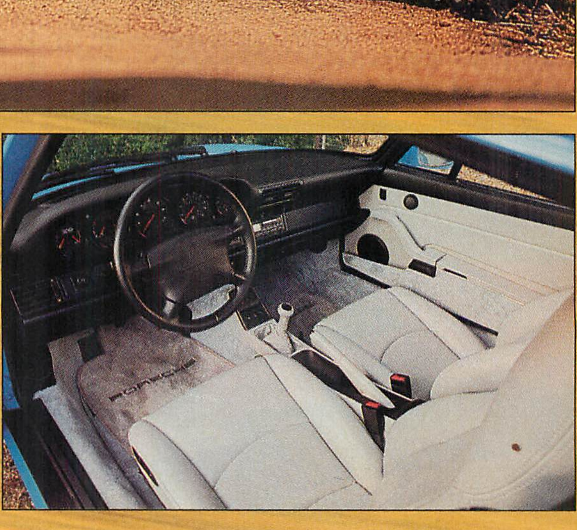
But is it as phenomenal as the luscious '95 911? Though many loyal Porschephiles won't think so, I'll have to say yes—mechanically and dynamically. When it comes time to pay for the aluminum-skinned beast, however, prepare to blanch. At over $10,000 more expensive than the Carrera, the NSX just isn't as smart a buy. —*C. Van Tune*





Ever meet a sports-car owner who didn't pine for more power? The 911's flat-six remains at 3.6 liters, but jumps from 247 to 270 horsepower, thanks to lighterweight innards and dual exhausts. Maintenance-free hydraulic valve lifters and a six-speed gearbox also are part of the best new deal since FDR was in office.

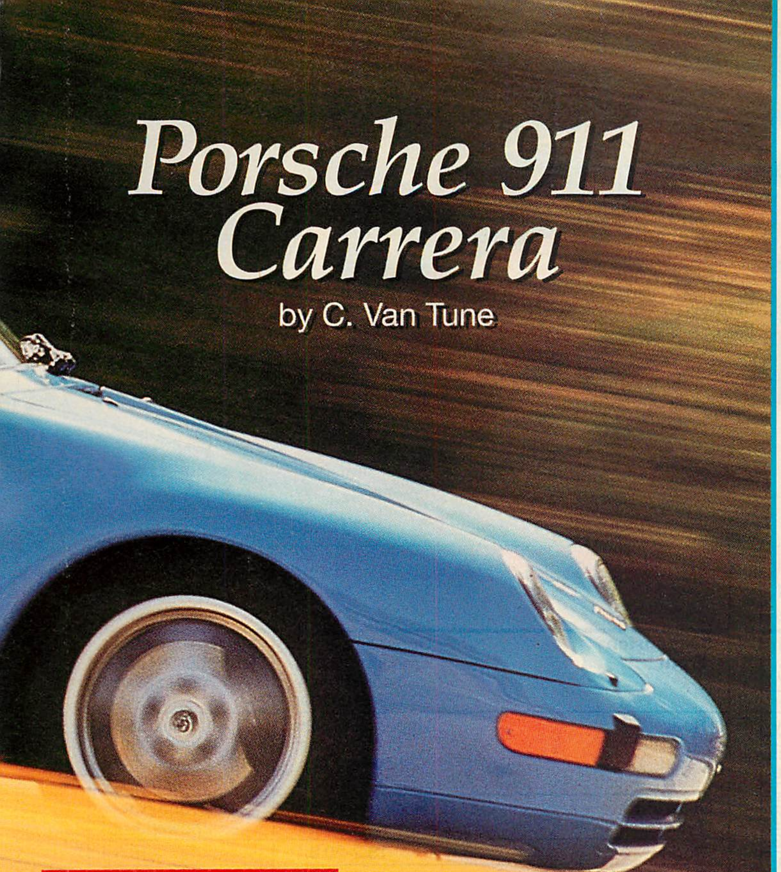




The NSX is only a two-seater, but the 911 Carrera can carry four small, limber humans in a squeeze. With just two people aboard, the redesigned buckets are comfortable enough for 12-hour driving days; supportive enough for the 24 Hours of Daytona. Dual airbags, a new filtered ventilation system, and one of the world's best analog-gauge layouts are standard.

Porsche 911 Carrera

by C. Van Tune



Heritage. Thirty years of it. Hard lessons learned on the racetracks of the world have directly translated into ever-better 911s. This is the true Porsche; the Porsche for purists. From the postwar Gmund Coupe to the 356, 911, 912, 930, 934, 935, and 959, Porsche has built its image on rear-engined, air-cooled, tough-as-nails sports cars. Forget the "affordable Porsche" sales schemes like the Volkswagen-powered 914, and the 924/944/968 lines. Disregard the mechanically impressive (but poorly received) 928. It is today as it always will be: the only real Porsche is a 911. I'd sell the farm (and all the barnyard animals) to own one. It's that kind of a thrill.

When you drive a 911, you drive a legacy unmatched by any other car maker—including Ferrari. Here's a shape that's been in production since the days of LBJ, Sandy Koufax, and first-run "Gilligan's Island" episodes—it's a design that hit the tarmac six months after the inaugural Mustang, and captured its first race-win over two decades before the name Acura even existed. From the sloping nose and bugged-out headlights, to its fastback roofline and short rear deck, the Porsche 911 is the most worshiped automotive icon of them all.

Though the freshened styling of the '95 model embodies the most dramatic bodywork change since '74, there's no mistaking it for anything but a 911. Porsche personality oozes from every square inch of space, in everything you touch, in every sound it makes. Gawd, what a shape! It's what I sketched on my junior high text books and drooled over at every auto show.

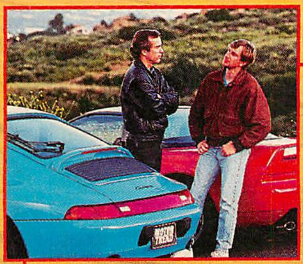
Building a new, pure-blood Porsche is a daunting task. Change it too much and the purists will revolt; don't change it enough and the competition will eat you alive. Everywhere you look, there's some tough guy waiting to grind his boot heel into your flesh; another turbo-techno-twerp with imminent-meltdown boost levels and red-mist overload gunning for your self-esteem. This fact isn't lost on the Black Forest smithys, who've fashioned a new multi-link A-arm rear suspension, a revised front suspension, and an optional sport suspension package with stiffer springs, larger-diameter anti-roll bars, firmer shocks, and 17-inch rolling stock. Manly new cross-drilled disc brake rotors (12.0/11.8 inches front and rear) and sophisticated ABS 5 three-channel anti-lock improve fade resistance and pedal feel; 60-0 stopping distances claw in at a brief 117 feet.

Our nuclear-hued test car should've come equipped with a pair of Blu-Blockers and the sport suspension package, but didn't. No sport packages were ordered for Porsche's press fleet; instead, we received the optional 205/50ZR17 front and 255/40ZR17 rear tire combo and 17x7.0/17x9.0-inch front/rear wheels. On the plus side, the new rear suspension is designed to provide slight toe-in during hard cornering, thereby reducing the dreaded trailing-throttle oversteer that's plagued 911s since Hans Stuck was in grade school. The traditional low-speed understeer also is delightfully reduced and meshes with Porsche's perfectly weighted steering to bring a deftness of control unknown in any previous 911. The rear-biased weight distribution is still noticeable in fast downhill transitions, but a new Automatic Brake Differential (ABD) traction-control system is available to further tame this savage beast. Surprisingly, our car was less tenacious at the test track (0.92 versus 0.95 g, and a slalom speed of 66.3 versus 67.6 mph) than the Carrera Cabriolet we tested on 16-inch rolling stock (June '94). Porsche blames this car's over-eager ABD system for the slower times. Regardless, certain namby-pambys among us continue to deride the 911's handling as "treacherous" or even "scary." Well, this ain't no sippin' whiskey, boy! Driving talent is required. If you're worried about the tilt of your delicate coiffure, go ride with Grampy Karr in the aluminum Honda.

Propelling this hot property through the atmosphere is a more powerful engine. Displacement of the SOHC 12-valve flat-six remains at 3.6 liters, and compression stands pat at a heady 11.3:1, but installation of lighter-weight valve gear, pistons, and connecting rods, plus a true dual exhaust, boosts horsepower from 247 to 270 at 6100 rpm and twists the torque up from 228 pound-feet at 4800 rpm to 243 pound-feet at 5000 rpm. The telltale 911 engine whir has grown more muscular, and there's a definite improvement in low- and mid-range lunge. Compared to the similar-weight '94 model 911 Speedster we last tested (Jan. '94), 0-60-mph dropped from 5.4 to 5.3 seconds, and the quarter-mile sprint improved by 0.2 second and 1.7 mph (to 13.8 seconds at 101.9 mph).

A close-ratio six-speed transaxle replaces the venerable five-cog system, delivering a 3.82:1 (versus 3.50:1) ratio first gear, and lower 3.44:1 (compared to 3.33:1) ratio ring-and-pinion. The impressive Tiptronic four-speed automatic remains a tempting option. EPA mileage still hovers at 17/25 mpg, city/highway, but that's not why you buy a 911, now is it?

More power, better brakes, improved handling, and sleeker styling are good. But whacking five grand off the pricetag makes this Porsche even sweeter. Make no mistake: This is the best 911 ever. I'll take mine in Danny Ongais-spec Interscope black.

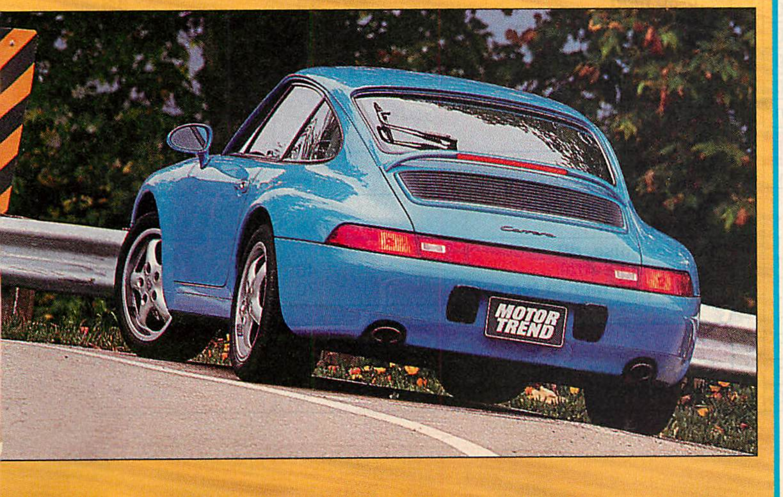


Second Opinion: PORSCHE 911

I like the 911 a lot, but it strikes me as a work in progress. The truly important stuff is spot-on, but the car still retains its "unique" character. You find many of the same decades-old ergonomic oddities built into the interior of the new car, plus nuggets like highly annoying cassette-storage trays that pop out of the center console when your elbow bumps them—always at the most inopportune times. I'm worried: In the 911's case, ergonomic deficiencies have, over time, a habit of being heralded as grand tradition. My worst fear is that in 30 years, Porschephiles will be praising the charmingly unique pop-up cassette trays still present on the 2025 Porsche 911. Don't laugh, it could happen—it has before. Check out the floor-hinged foot pedals.

These annoyances, of course, are only minor distractions from what is, at its core, an extraordinary automobile. A generation of enthusiasts has grown up dreaming about the Porsche 911 and will no doubt revel in the same details that grate on me. And they certainly won't be disappointed in the important stuff. The new car has remarkable capabilities.

I thoroughly enjoy the Porsche 911. I enjoy the Acura NSX more, however. And were I in the market for a sports car in this price range, the Acura's higher cost wouldn't serve as much of a deterrent. It benefits from well-thought-out ergonomics, the best engine sound around, and has superior handling manners, too. What the Acura NSX lacks in history and old-world charm, it makes up for in pure greatness. *—Jeff Karr*



Acura NSX versus Porsche 911 Carrera

GENERAL

	Acura NSX	Porsche 911 Carrera
Importer	Acura Div., American Honda Motor Co., Inc., Torrance, Calif.	Porsche Cars North America, Inc., Reno, Nev.
Body style	2-door, 2-passenger	2-door, 4-passenger
Location of final assembly	Tochigi, Japan	Stuttgart, Germany
EPA size class	2-seater	Mini-compact
Drivetrain layout	Mid-engine, rear drive	Rear engine, rear drive
Airbag	Dual	Dual
Base price	$73,300	$59,900
Price as tested	$74,080	$63,663
Options included	Floormats, $80	Wheels/tires, $1378; limited-slip, $1195; floormats, $125; rear wiper, $340
Ancillary charges	Destination, $700	Destination, $725

DIMENSIONS

	Acura NSX	Porsche 911 Carrera
Wheelbase, in./mm	99.6/2530	89.4/2272
Track, f/r, in./mm	59.4/60.2/1510/1540	55.3/56.9/1405/1444
Length, in./mm	174.2/4425	167.7/4260
Width, in./mm	71.3/1810	68.3/1735
Height, in./mm	46.1/1170	51.8/1315
Ground clearance, in./mm	4.6/117	4.7/120
Mfr's curb weight, lb	3020	3064
Weight distribution, f/r, %	42/58	40/60
Cargo capacity, cu ft	5.0	3.0
Fuel capacity, gal	18.5	19.4
Weight/power ratio, lb/hp	11.2	11.3

ENGINE

	Acura NSX	Porsche 911 Carrera
Type	V-6, liquid cooled, aluminum block and heads	Horizontally opposed 6, air cooled, aluminum block and heads
Bore x stroke, in./mm	3.54 x 3.07/90.0 x 78.0	3.94 x 3.01/100.0 x 76.4
Displacement, ci/cc	181/2977	220/3605
Compression ratio	10.2:1	11.3:1
Valve gear	DOHC, 4 valves/cyl.	SOHC, 2 valves/cyl.
Fuel/induction system	Multi-point EFI	Multi-point EFI
Horsepower, hp @ rpm, SAE net	270 @ 7100	270 @ 6100
Torque, lb @ rpm, SAE net	210 @ 5300	243 @ 5000
Horsepower/liter	90.7	74.9
Redline, rpm	8000	6800
Recommended fuel	Unleaded premium	Unleaded premium

DRIVELINE

	Acura NSX	Porsche 911 Carrera
Transmission type	5-speed man.	6-speed man.
Gear ratios		
(1st)	3.07:1	3.82:1
(2nd)	1.73:1	2.05:1
(3rd)	1.23:1	1.41:1
(4th)	0.97:1	1.12:1
(5th)	0.77:1	0.92:1
(6th)	N/A	0.78:1
Axle ratio	4.06:1	3.44:1
Final-drive ratio	3.13:1	2.68:1
Engine rpm, 60 mph in top gear	2650	2200

CHASSIS

	Acura NSX	Porsche 911 Carrera
Suspension		
Front	Upper and lower control arms, coil springs, anti-roll bar	MacPherson struts, lower control arms, coil springs, anti-roll bar
Rear	Upper and lower control arms, coil springs, anti-roll bar	Multi-link, lower control arms, coil springs, anti-roll bar
Steering		
Type	Rack and pinion	Rack and pinion, power assist
Ratio	18.2-20.8:1	16.5:1
Turns, lock to lock	3.2	2.5
Turning circle, ft	38.1	38.5
Brakes		
Front,type/dia., in.	Vented discs/11.1	Vented discs/12.0
Rear, type/dia., in.	Vented discs/11.1	Vented discs/11.8
Anti-lock	Standard	Standard
Wheels and tires		
Wheel size, in., f/r	16 x 7.0/17 x 8.5	17 x 7.0/17 x 9.0
Wheel type/material	Cast aluminum	Cast aluminum
Tire size, f/r	215/45ZR16/ 245/40ZR17	205/50ZR17/ 255/40ZR17
Tire mfr. and model	Yokohama A-022	Michelin MXX3

INSTRUMENTATION

	Acura NSX	Porsche 911 Carrera
Instruments	185-mph speedo; 9000-rpm tach; oil pressure; fuel level; coolant temp; volts; digital clock	180-mph speedo; 7600-rpm tach; fuel level; temp; oil level; oil temp; oil pressure; analog clock

PERFORMANCE AND TEST DATA

	Acura NSX	Porsche 911 Carrera
Acceleration, sec		
0-30 mph	2.1	1.9
0-40 mph	2.9	2.9
0-50 mph	3.9	4.1
0-60 mph	5.3	5.3
0-70 mph	6.6	6.9
0-80 mph	8.3	8.8
0-90 mph	10.5	10.7
0-100 mph	12.6	13.5
Standing quarter mile, sec @ mph	13.6 @ 105.7	13.8 @ 101.9
Braking, ft		
30-0	30	29
60-0	118	117
Handling		
Lateral acceleration, g	0.95	0.92
Speed through 600-ft slalom, mph	70.6	66.3
Interior noise, dB		
Idling in neutral	46	56
Steady 60 mph in top gear	70	67

FUEL ECONOMY

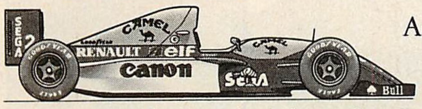
	Acura NSX	Porsche 911 Carrera
EPA, city/hwy., mpg	19/24	17/25
Est. range, city/hwy., miles	352/444	330/485

NEW
EAGLE AQUATRED.®
EAGLE AQUATRED

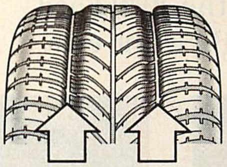
GOODYEAR
#1 in Tires

ADD WATER AND START COOKIN'.

Goodyear has taken the most remarkable design in wet traction to a wider audience: To performance cars. Dual AquaChannels™ sweep water away. You get the performance of an H-speed rated Goodyear Eagle street radial. And the wet traction you'd expect from an all-season Goodyear Aquatred.® Add water and start cookin' with the new Eagle Aquatred. Only from Goodyear.



Once again, Goodyear has taken racing technology and applied it to the street.



- ☐ *Racing-inspired dual AquaChannels for outstanding wet traction.*
- ☐ *A unique tread compound for all-season wet and dry traction.*
- ☐ *Sequentially pitched tread blocks for smooth, quiet ride.*
- ☐ *Broad shoulders for aggressive cornering.*

THE BEST TIRES IN THE WORLD HAVE
GOODYEAR WRITTEN ALL OVER THEM.

THE 1940 FORD DELUXE COUPE

Ford
Ford Deluxe
DELUXE
DELUXE

Shown smaller than actual size.
Replica measures 8" in length.

Photos depict our incredibly
detailed replica—not the actual car!

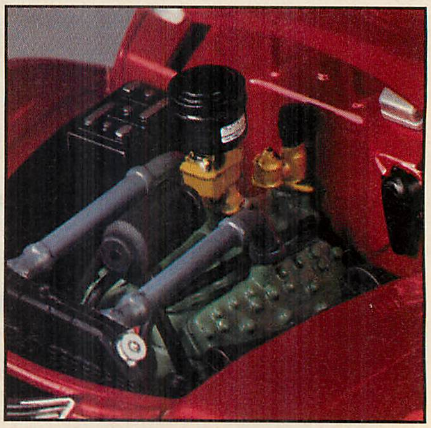
A Meticulously Engineered Die-Cast Metal Replica of One of America's Greatest Cars.

It's no wonder the 1940 Ford Deluxe Coupe was one of the most popular cars of its day. This beautiful little two-passenger coupe would make you smile just to look at it! It featured a chromed, deep "V" ribbed grille and elegant teardrop-shaped headlights that blended smoothly into gently rounded fenders. From the aerodynamic roof to the sloped rear end, the 1940 Ford Coupe's racy lines were a delight to the eyes.

Underneath its massive hood was the famous 221 cubic inch Ford V-8 engine. It boasted 85 hp and gave the car plenty of power for its day. The 1940 Ford Deluxe Coupe also featured new hydraulic brakes and an innovative column-mounted shifter. Many of these little coupes were "souped up" to become the first "hot rods" of the early 1950's. Now, you can acquire a remarkably detailed replica of this fabled classic.

Lift up the trunk lid and you'll discover a genuine rubber spare tire.

The interior has exceptional detail: molded-grip steering wheel that actually turns the front wheels; miniature dashboard dials and gauges; authentic upholstery.



Raise the hood to examine an authentic miniature of the 85 hp, 221 cubic inch V-8 engine.

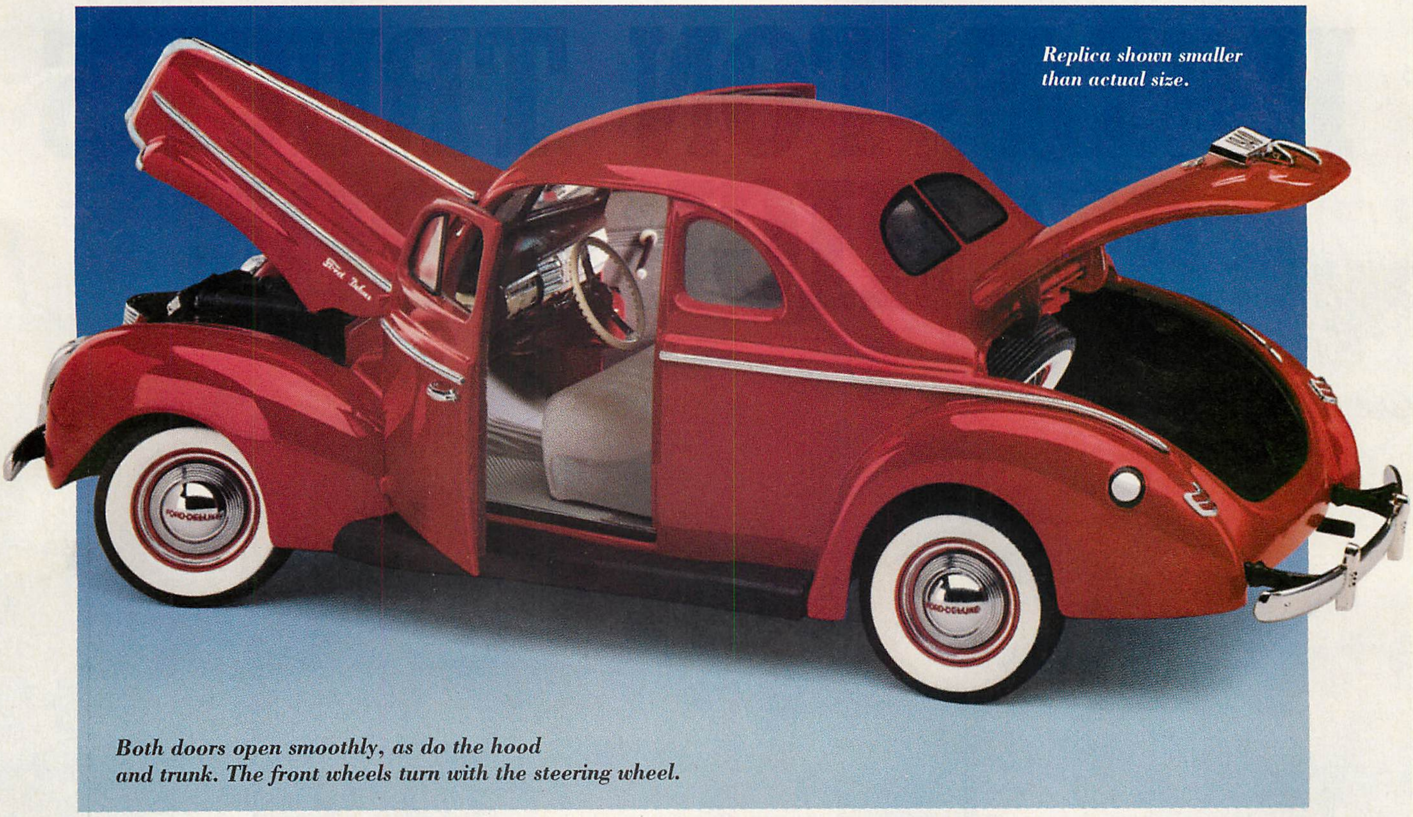
A Legend You Can Hold in Your Hands!

Meticulously crafted; hand-assembled!

Over 135 scale parts go into making this authentic replica in the large 1:24 scale. All the important components—the body, chassis, drivetrain and engine block—are crafted in metal and polished by hand before painting. Every single component is inspected before this replica is assembled by hand.

Attractively priced.

To order the *1940 Ford Deluxe Coupe,* you need send no money now. Simply return the Reservation Application. The original issue price of $94.50 is payable in three monthly installments of $31.50. Your satisfaction is guaranteed. Reservations will be accepted on a strict first-come, first-served basis. Mail your reservation today!



Replica shown smaller than actual size.

Both doors open smoothly, as do the hood and trunk. The front wheels turn with the steering wheel.

The Danbury Mint • 47 Richards Avenue • Norwalk, CT 06857

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RESERVATION APPLICATION

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The 1940 Ford Deluxe Coupe

Send no money now.

Yes! Reserve my *1940 Ford Deluxe Coupe.* I need send no money now. I will pay for my replica in three monthly installments of $31.50*. My satisfaction is guaranteed. If I am not completely satisfied with my replica, I may return it within 30 days for replacement or refund.

*Plus any applicable sales tax and $1.50 shipping and handling per installment.

Name ____________________________________

(Please print clearly.)

Address ____________________________________

City ____________________________________

State ________________________ Zip __________

Signature ____________________________________

(Orders subject to acceptance.)

____

Name to print on certificate of ownership (if different from above).

Allow 4 to 8 weeks after initial payment for shipment.

158IMM1

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TRUCK TEST

"Take my wife, steal my dog, swipe my shotgun, but don't mess with my pickup truck!" With this unofficial pledge of allegiance, millions of American males have elevated the full-size pickup to an object of near-religious significance. More than a few women also appreciate the honest, wholesome virtues of the pickup. As a result, half-ton trucks are not only *the* essential tool for Saturday morning chores, they've become the single most popular vehicle configuration on the globe.

As if by divine franchise, Ford and Chevrolet own the full-size pickup business. Together they stamp out more than a million units per year for their faithful constituents. Every now and again some new challenger shows up with shiny spurs and an itchy trigger finger. During the '93 model year, Toyota shot itself in the foot by presenting a T100 truck that was full-size everywhere but under the hood. This year, the Dodge boys rolled into town, trumping Toyota with a V-6, two feisty V-8s, a turbocharged Cummins diesel, and the first 8.0-liter V-10 engine in all of pickuptruckdom. Toyota City computers are *still attempting to* analyze Dodge's return from the dead.

The aptly named Dodge Ram is the best thing that's happened to pickup trucks since Hollywood pronounced them accessory to a social phenomenon in "Urban Cowboy" 14 years ago. The Ram looks like a shrink-wrapped Peterbilt for the suburbs, but you can forget about kidney belts and quart-size coffee cups with this rig. Bring your sparkling water and Kenny G tapes because, while the Ram may appear

HALF-TON TRUCKS AT HIGH NOON

tougher than chicken-fried steak on the outside, it's all soft seats, stereo sounds, and climate-controlled comfort inside.

But we're ahead of ourselves. The purpose of this report isn't to sing praise; *Motor Trend* did that last December by anointing the '94 Dodge Ram as Truck of the Year. This is where the Ram must drop its horns, dig in its hooves, and confront the reigning dudes of the pickup-truck world: Chevy's dauntless C1500 and the all-conquering Ford F-150.

Dodge dressed for the occasion with a new Sport Truck ensemble that graduated from the show circuit (*MT* July '94) to the production line just this April. A graffiti scrawl across the rear-fender flank proclaims "SPORT" to set the tone. In lieu of blindingly bright chrome plating, the front end is decorated with matte-gray and body-color paint. As was the case with Henry Ford's flivver, the palette is, shall we say, limited. If you're not comfortable being seen in the screaming-red paint formerly reserved for fire trucks and Ferraris, you're not a Dodge Sport sort.

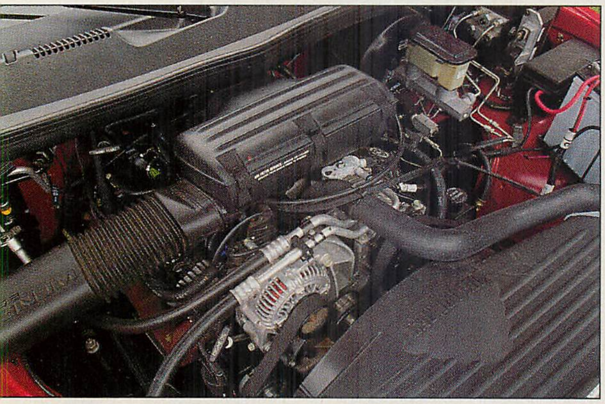
Interestingly enough, the new Ram Sport package includes a 5.2-liter V-8 but no other go-fast gear to maintain pace with previous hot trucks, the (late) SS454 Chevy and Ford Lightning. According to Dodge Truck marketing executive Keith Helfrich, "Our research showed that the vast majority of truck enthusiasts aren't looking for a high-dollar ultimate-performance truck per se. Instead, they want an expressive sport look that doesn't compromise functional capability and one that is affordable. The Ram Sport Truck should appeal to buyers who like to think of their full-size pickup

DODGE'S RAM(BO) SPORT CHALLENGES FORD'S F-150 XLT AND CHEVROLET'S C1500 SILVERADO

by Don Sherman

PHOTOGRAPHY BY JIM FRENAK

RAM 1500 V8 MAGNUM
SPORT



Visually, the Dodge Ram is a Big Rig in a handy take-home size. Since the Sport package is offered only with a short box, it's necessary to drop the tailgate to accommodate 4x8 panels. Dodge's spunky 5.9-liter Magnum V-8 packs the most horsepower and torque in this group. The Ram's wide-body cab offers a fold-down center armrest that doubles as a desk and filing cabinet.

trucks as equal parts fun and work."

Affordable is, of course, a relative term. Decked out with a 5.9-liter V-8, four-wheel ABS, and a hefty assortment of comfort and convenience options, the Ram Sport in this test crested the 20-grand barrier. (A Dodge spokesperson suggests that a more typical price with a lighter option load is $19,000). When Chevy and Ford came to play, their window stickers also registered just over $20,000, so all three trucks were on equal footing from a cost standpoint. We also made sure that each truck had a comparable powertrain—a husky V-8 engine, automatic transmission, and two-wheel drive.

The Ram Sport is only built with a cute 6.5-foot box on a 118.7-inch wheelbase. Unfortunately, neither Ford nor Chevy could muster a truck from inventory with the preferred powertrain mated to a short box. As a result, both of the old-guard pickups carried an 8-foot box and a wheelbase about a foot longer than the Dodge's. In partial compensation, we requested handling packages from Ford and Chevy, one option Dodge doesn't offer. Chevy's costs $974 and includes Bilstein shock absorbers and chrome wheels. Ford's consists of front and rear anti-roll bars and came on our test truck as part of a $362 trailer-towing package.

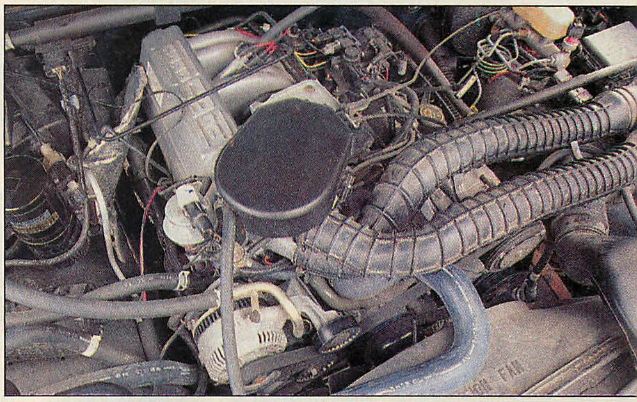
There's no denying that each truck's exterior design represents a very different point of view. The Ford F-150 is bib-overalls stodgy with an upright windshield, exposed drip rails, and quaint swing-out vent windows. To enter, you grab a manly chrome door handle and swing a leg high into the saddle. The Chevy C1500 is a kinder, gentler style of pickup. It's long, low, sleek, and chic. No climbing is necessary to slide into its carlike bench seat. The Dodge Ram is practically a medicine ball to the eyes. You'll like it or hate it, but you'll never miss it in traffic—particularly this edition.

Like the Ford, the Dodge pickup requires a climb for entry. Building a tall truck delivers several advantages and a few hardships. Fellow drivers look up to you and think twice about squeezing into your space on the road. A commanding view of the pavement ahead is also a genuine confidence booster. (Have you ever seen a meek over-the-road trucker?) Chair-high seat design should, logically, provide more leg room, but the Chevy is the lowest-built truck in this test and offers the most leg room, refuting that theory. On the other hand, the Ford is the widest truck here, but the Dodge has the most hip and shoulder room of the trio, beating the half-ton from Dearborn by 3.6 and 1.5 inches, respectively. Go figure.

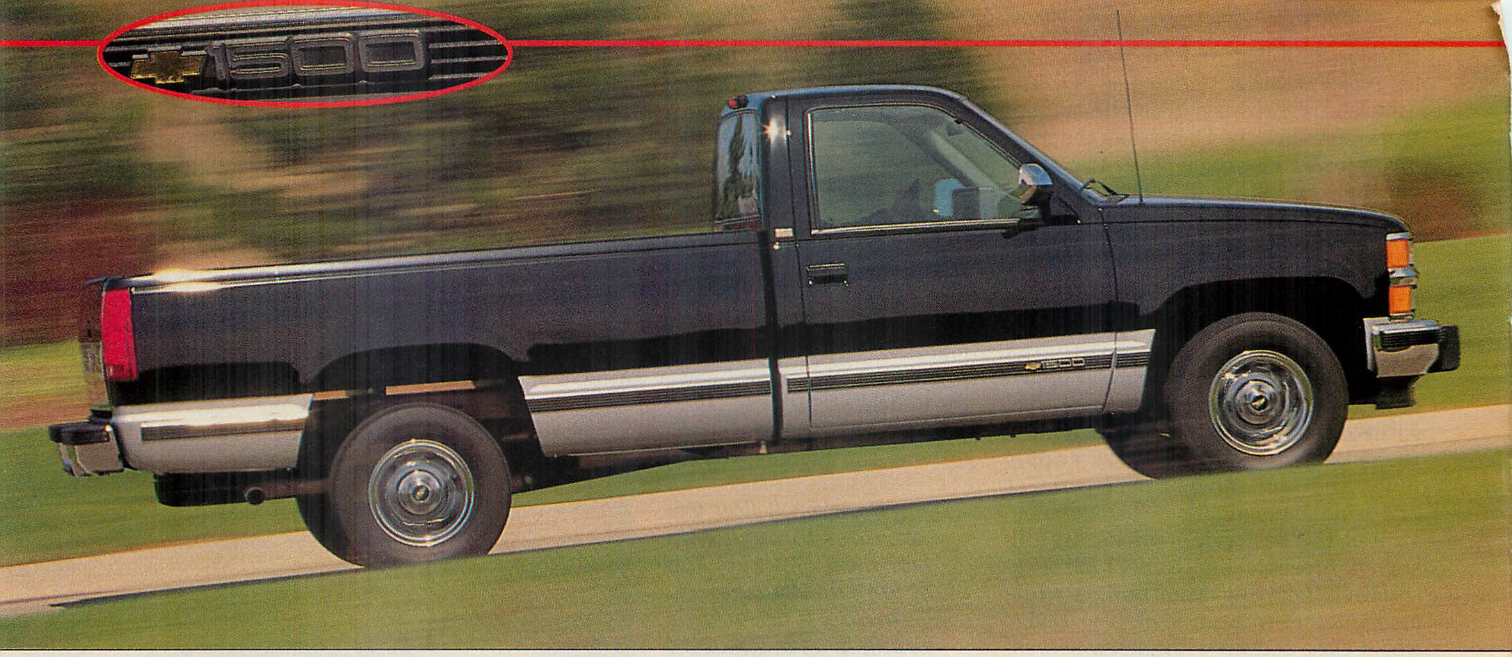
A high center of gravity is always a detriment to vehicle dynamics, so we were anxious to compare these trucks at the test track. En route we paid close attention to ride quality and frankly were amazed at how comfortable the modern pickup can be. Forget spine-crunching crash and bang. All three of these haulers have supple limbs and a gentle gait over potholes and bad pavement. The Chevy demonstrated the best ride motions. Its Bilstein dampers do an excellent job of exorcising the sting from bumps while maintaining an even keel. The Dodge was a close second with plenty of well-placed rubber in its suspension to filter out road pain at the chassis level. Ford was a distant third with too-stiff springs, insufficient damping, and jiggles resonating through its structure. The F-150's rear suspension occasionally kicks up its heels like a pony that flunked out of finishing school. In tight turns, it has a marked tendency to spin the rear inside wheel, particularly on wet pavement.

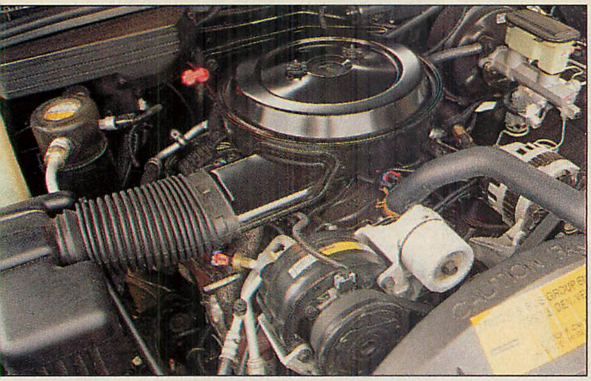
The Dodge Ram's 5.9-liter V-8 is an eager beaver with a nervous twitch at idle, a lusty growl when you hit the gas, and hefty torque and horsepower advantages over the competition. Chevy's smooth, quiet 5.7-liter V-8 makes do with old-fashioned throttle-body fuel injection, partially accounting for its output deficiencies. (The Dodge and Ford engines both have port injection with long-runner intake manifolds tuned for extra torque.) Ford's 5.8-liter V-8 sounds tough but carries the lowest horsepower rating of the bunch.

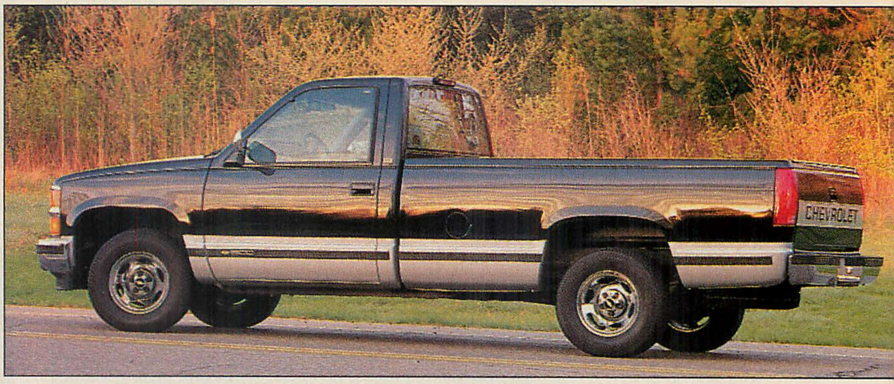
At the weigh-in, the short Ram pickup was the heaviest by at least 100 pounds. (A bottom-side inspection revealed a more substantial frame under the Dodge, two fuel tanks with a total capacity of 37.2 gallons under the Ford, and an exotic light-weight driveshaft under the Chevy—an aluminum tube wrapped in carbon fiber.) Also influencing acceleration was the Dodge's 3.55:1 axle ratio, compared to a 3.08:1 rear gear in both the Chevy and Ford. At the track, the Dodge wasted no time rushing to the head of the pack in acceleration tests with a zippy 8.5-second sprint to 60 mph versus 8.9 seconds for the Ford and 9.5 seconds for the Chevy. Quarter-mile time slips con-



Ford's 5.8-liter V-8 breathes through twin air-filter snorkels and eight long intake runners. Inside, a driver-side airbag is new standard equipment for '94. Heater controls are large, accessible, and handy, but the radio is plagued with tiny buttons. The Ford F-series pickup's styling is as square as the box it came in, which may be the secret to this truck's 13-year reign as the world's best-selling vehicle.







Chevy's C1500 pickup styling is sleek and chic. Hunkered low on its sport-handling suspension, it maneuvers with ease. The 5.7-liter V-8 has throttle-body (instead of port-type) fuel injection, a horsepower handicap. The cabin is accessible and comfortable, but offers the least hip room. A driver-side airbag will be added in '95.

firmed that pecking order.

Kudos go to Dodge, but the flip-side of acceleration is gas mileage. Using car criteria, all three of these pickups would be rank gas guzzlers with both city and highway mileage in the mid-teens. The quick, heavy Dodge is naturally the least efficient with 12 mpg in city driving and a mediocre 16 mpg on the highway. Ford and Chevy each beat that by a couple mpg, but you won't see them winning acclaim from the EPA.

Dodge is the only brand at the moment with four-wheel anti-lock brakes (available as a $500 option), so we expected exemplary performance in stopping tests. We were disappointed. Chevy set the curve at 143 feet from 60 mph thanks to rear-wheel ABS and wide, sticky tires underfoot. Ford came within a foot of that, but the best the Ram could do was 149 feet. Aside from the tires, a likely explanation is the Dodge's higher center of gravity, which pitches more braking responsibility onto the front tires in a panic stop.

Our handling test confirmed that theory. The low, nicely balanced Chevrolet rushed through the course at 59.3 mph, quicker than several cars *MT* has tested. With slow no-feel steering, swing axles up front, and a loose tail, the F-150 was out of its element in this test; 55.1 mph was all the maneuvering speed the Ford could muster. The Dodge Ram was the meat in the slalom-test sandwich with a velocity of 56.0 mph. It turned in smartly but had a tendency to swing its tail wider through each successive gate. The Ram also felt significantly more tippy and top-heavy than the stable-handling Chevy.

A key battleground in the pickup-truck war is interior design. As the new model on the block, Dodge has exploited every opportunity to forge ahead with a driver-side airbag (which the Ford now has, but the Chevy won't get until '95), more elbow room, and the latest thinking in instrument panel design. Refugees from the car world will feel right at home here with storage space galore, cushy seats, and endless creature comforts.

One way to compare the attention to detail in these pickup trucks is by examining their cupholders—requisite

In 674,000 miles, Arthur Kelly has never changed his oil.

Arthur Kelly wouldn't dream of putting anything other than Havoline in his crankcase. It's been that way since he bought his Buick LeSabre convertible new in 1970. Today, he relies on the complete protection of Havoline Formula^{3} from Texaco. He knows that with regularly scheduled maintenance, no other leading motor oil offers more complete protection against starting friction, heat stress and engine deposits to help cars run better, last longer. It's been nearly a quarter century since Arthur Kelly bought his car, and he's still using Havoline exclusively. But after 674,000 miles, you probably wouldn't change your oil, either.

Mr. Kelly's mileage is not typical of what consumers can expect to achieve.

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Complete engine protection against:
Starting friction
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Add more life to your car
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Motor Oil
1 U.S. Quart/0.946 Liter

equipment these days. Ford uses a removable molded-plastic console that hooks over studs attached to the seat under the middle passenger's knees. That's a straightforward solution, but Chevy's articulated dash-mounted dispenser is better. Dodge outscores both incumbents with a nifty slide-out cupholder that's large, high-mounted, and most convenient.

A wealth of seating alternatives is available in this class of vehicles. Ford's standard bench seat offers a handy fold-down armrest and is comfortable, except for a poorly placed seam that runs laterally under your buns, lending the impression that you're sitting on a pencil. Chevy's optional 40-60 split bench is convenient, but it lacks armrests and storage space. Dodge's solution is a 30-40-30 split bench with a center storage armrest of Olympic proportions.

A-pillar width may not seem a high-priority factor, but we discovered major differences in this area of cab design. The staunchly upright Ford intrudes the least on your forward visibility with a width of less than 4 inches. Chevy's next with a flatter windshield and an A-pillar that's approximately 4.3-inches wide. The racy-looking Dodge, with the sleekest full-size pickup cab in all the land, has an A-pillar width just under 6 inches, which is more than enough to hide a Honda Civic on a collision course from your left flank.

Ford wins the A-pillar test hands down, but that isn't enough to boost it out of a third-place finish in our full-size-pickup hit parade. We know the F-150 is a hard worker, that it's reasonably comfortable in day-to-day driving, and that it has zillions of avid fans. Nevertheless, this truck looks and feels like the class nerd. (Although that may be the secret to its remarkable success.) It needs to bust out of the '70s and into the '90s as soon as possible.

The Chevy C1500 finishes a close second with a winning personality that adroitly balances aptitudes for both work and play. It desperately needs an interior freshening (coming this fall to dealers near you), and it could use a horsepower injection under the hood. In every other respect, however, the Chevy is an appropriate place for excar owners to experience the pickup truck slice of life.

This test's big winner, the Dodge Ram is undeniably the quickest, sexiest, and best-outfitted pickup of the lot. What this particular Sport edition lacks in 4x8-panel-toting ability, it more than compensates for in fun-to-drive and fun-to-be-seen-in quotient. If you can't get a date with this truck, you must be under cardiac arrest.

TECH DATA

GENERAL/POWERTRAIN

	Chevrolet C1500 Silverado	Dodge Ram Sport	Ford F-150 XLT
Body style	Full-size pickup, regular cab	Full-size pickup, regular cab	Full-size pickup, regular cab
Vehicle configuration	Front engine, rear drive	Front engine, rear drive	Front engine, rear drive
Engine configuration	V-8, OHV, 2 valves/cylinder	V-8, OHV, 2 valves/cylinder	V-8, OHV, 2 valves/cylinder
Engine displacement, ci/cc	350/5733	360/5898	352/5766
Horsepower, hp @ rpm, SAE net	210 @ 4000	230 @ 4000	200 @ 3800
Torque, lb-ft @ rpm, SAE net	300 @ 2800	330 @ 3200	310 @ 2800
Transmission	4-speed auto.	4-speed auto.	4-speed auto.
Axle ratio	3.08:1	3.55:1	3.08:1

DIMENSIONS

Wheelbase, in./mm	131.5/3340	118.7/3015	130.0/3302
Length, in./mm	228.0/5791	204.1/5184	226.0/5740
Weight, lb	4340	4480	4380
Fuel capacity, gal.	25.0	26.0	37.2
Fuel economy, EPA city/hwy, mpg	14/18	12/16	13/18
Cargo box length, in./mm	96.6/2454	77.4/1981	98.3/2497
Cargo box width, in./mm	48.6/1234	50.0/1270	50.8/1290
Gross vehicle weight rating, lb.	6100	6400	6250
Towing capacity, lb.	4000	5000	5000

CHASSIS

Suspension, f/r	Independent/ solid axle	Independent/ solid axle	Independent/ solid axle
Steering	Recirculating ball, power assist	Recirculating ball, power assist	Recirculating ball, power assist
Brakes, f/r	Vented discs/ drums/rear ABS	Vented discs/ drums/4-wheel ABS	Vented discs/ drums/rear ABS
Wheels	15 x 6.0, Chrome-plated steel	16 x 7.0 Chrome-plated steel	15 x 6.0 Forged aluminum
Tire size, manufacturer	275/60HR15 BFGoodrich Comp T/A HR4	245/75R16 Goodyear Wrangler RT/S	235/75R15 Goodyear Wrangler HT

PERFORMANCE

Acceleration, 0–60 mph, sec	9.5	8.5	8.9
Standing quarter mile, sec/mph	17.0/77.5	16.2/83.0	16.5/79.5
Braking, 60–0, ft	143	149	144
Speed through 600-ft slalom, mph	59.3	56.0	55.1

PRICE

Base price	$14,307	$17,737	$14,180
Price as tested	$20,668	$20,330	$20,176

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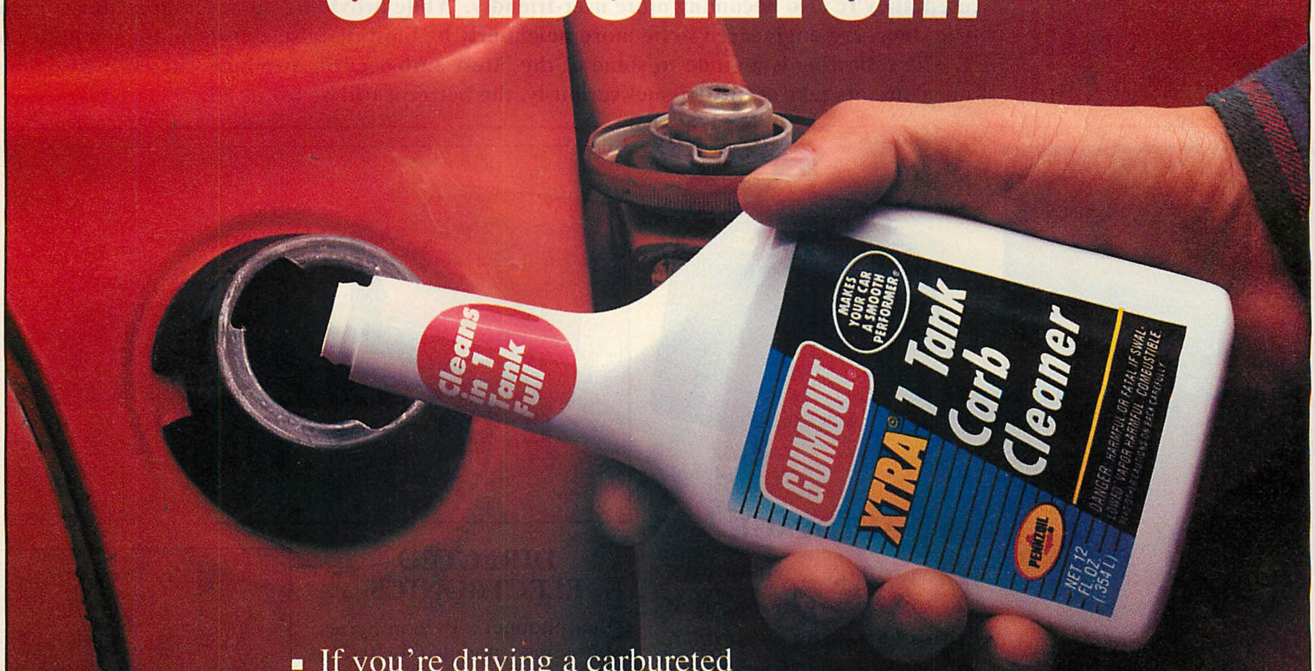
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MOTOR TREND'S GUIDE TO AUTO SECURITY

DRAWING ON HIGH-TECH ELECTRONICS TO PROTECT YOUR CAR

by Todd Kaho

Security systems: Drivers either swear by them or loath them. Regardless of your perspective, motorists are finding security devices to be a requisite automotive component of the '90s.

The statistics are appalling. Three cars are heisted every minute of every hour of every day. Nationally, insurance claims from stolen vehicles total in the billions of dollars. Damage from break-ins multiplies this amount by a significant factor, which we all pay for in the form of higher insurance premiums. Clearly, the time has come to take an active role.

The good news is that even though security devices and systems are becoming more sophisticated, they're also becoming more user-friendly. While providing more features, newer security systems are engineered to be more neighborly by limiting false alarms and being easier to use. The following is a guide to some of the latest auto-security products currently available. If more drivers take security issues seriously, the better it will be for us all.

UNGO
UNGO LOGICSENSOR

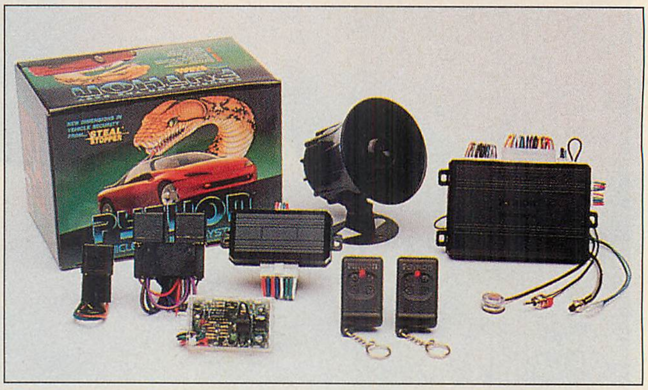
UNGO 6500

Realizing that alarm functions and controls can seem quite complex to the average driver, Ungo designed the 6000 Series with icons to eliminate confusion. This is a good idea because, in addition to the normal operation of the system, the user has the option of more than 20 separate programming, arming, and operating functions with the new Ungo alarms. An easy-to-understand manual and a wallet-size user's guide provide quick command and icon reference. The 6000 Series uses RISC microprocessors, SAW crystal technology, and Ungo's all-electronic LogicSensor, a motion/shock detector. Techne Electronics Limited, 916 Commercial St., Palo Alto, CA 94303; 415/856-8646.

AUTOPAGE
AUTOPAGE
BATT/ACT
CAR RADIO
ANT

AUTOPAGE

AutoPage's AP4000DX is a new generation of vehicle-paging system. A small four-watt transmitter mounted in the vehicle sends a signal to a remote pager when your car is tampered with. There's no aural confusion that it might be somebody else's alarm. The paging system also allows you to identify the crime in progress and take appropriate action. You can trigger an alarm, call the police, or investigate for yourself. The AP4000DX works as a stand-alone pager, or it can be combined with other security systems. AutoPage, 1815 W. 205th St., Suite 101, Torrance, CA 90501-1525; 310/618-2002.



DIRECTED ELECTRONICS

Steal Stopper's Python Series Systems (models 60, 70, 80, and 90) offer increasingly more sophisticated features. The high-end System 90 has a pair of four-button 15-channel remotes, a six-channel scan-deterrent receiver, 500 million security codes, and a transmitter code and operation parameter learn routine. Audible warnings include a synthesized voice and arm/disarm messages, six-tone programmable siren, and air-horn output. The System 90 offers a three-color status LED, nuisance-prevention circuitry, dual-zone shock/impact sensor, silent mode arm/disarm, remote valet, starter disable relay, computer-controlled headlight system and power door lock, and domelight and trunk release relays. Python's protection plan matches insurance deductibles up to $2000, even if the stolen vehicle is recovered. Directed Electronics also manufactures the popular Viper and Sidewinder lines. Directed Electronics, 2560 Progress St., Vista, CA 92083-8422; 619/598-6200.

AUDIOVOX

Audiovox, known for its Prestige line of auto-security systems, recently announced a new satellite-driven security system called The Posse. In case of a carjacking, a call to Posse's 800 number activates the system by satellite, sounding the horn and flashing the headlights. It's hard to ignore a vehicle this highly visible and downright impossible to drive it without detection. Once the thief turns the ignition off, the car can't be restarted, so recovery is fairly easy. By simply calling the 800 number, the Posse system can be used to unlock power door locks if you leave your keys in your car; or you can add a remote starter that can fire the ignition to preheat the car. Audiovox Corp., 150 Marcus Blvd., Hauppauge, NY 11788; 516/231-7750.

IntelliGuard
900
CLIFFORD

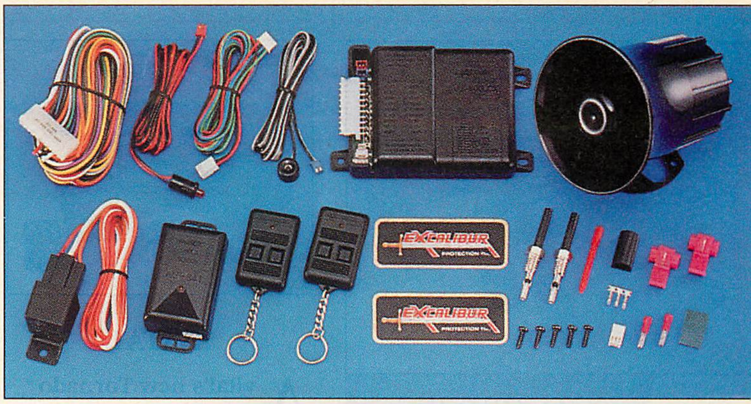
CLIFFORD

Clifford Electronics is certainly one of the most prolific innovators and manufacturers of car security systems. Its line includes the IntelliGuard and Concept series, in addition to the Arrow, Sabre, and SuperNova smart car-alarm series. The IntelliGuard 700, 800, and 900 systems offer progressively more features at popular price levels. The IntelliGuard active/passive systems feature two four-button/12-channel code-learning remotes, anti-scan, anti-code grabbing and false-alarm-prevention circuitry. The 800 series replaces the 700's dual-zone vibration/impact sensor with a dual-zone radar sensor, and the high-end 900 gets a dual-zone digital analysis vibration sensor. Other features on the 900 include built-in BlackJax anti-carjacking, NightVision headlight automation, and SilentNight chirp deactivation. The IntelliGuard series comes with a lifetime warranty and $3000 anti-theft guarantee. Clifford Electronics, 20750 Lassen St., Chatsworth, CA 91311; 800/824-3208 or 818/709-7551.

COP IN A BOX
RIPPED OFF
CODE ALARM

CODE ALARM

Cop In a Box from Code Alarm is designed specifically for those who wish to install their own security systems. Offered in three models, Cop In a Box comes ready to install by using common household tools. Controlled by a two-button remote, the unit has a modular weatherproof alarm unit with a 125-dB siren, code learning, scan deterrent, and 4 billion security-code combinations. An instructional video is provided with each system to ease installation. For those who want a more sophisticated device, Code Alarm offers its extensive Panther, Elite, Scorpion, and Professional series alarms, plus Intercept and Trac-Man vehicle recovery systems. Code Alarm, 950 East Whitcomb, Madison Heights, MI 48071; 800/421-3209 or 313/583-9620.



EXCALIBUR

A pioneer in the security-system industry with a history dating from 1970, Excalibur offers the AL-900LCX active/passive system with a patented Power-Maze that protects the car even when power to the system is cut off. The AL-900LCX comes with two three-frequency, three-state remotes and offers scan-deterrent, last-door arming, and a 130-dB multi-tone siren. Disarming the system turns on the interior lights for 60 seconds, and there's a one-minute auto rest/rearm function. Other features include a starter interruption circuit, door-lock outputs, remote panic, valet switch, ignition/door lock, remote trunk release, six-function LED, and DIP switches for easy customizing. The AL-900CX can be programmed with millions of security codes, and a wide range of optional equipment is also offered. Excalibur of America, 8757 S. Flatrock Rd., Douglasville, GA 30134; 404/942-9876.

JACOBS

In contrast to today's elaborate alarm systems, Jacobs Electronics offers a simple, seemingly foolproof vehicle theft-deterrent device. The Jacobs Stop Action is a small black box that wires into the ignition system. When you turn off the ignition key, the system automatically arms. Stop Action allows the thief to start the car, but when he attempts to drive off, it sputters and loses power as if it has run out of fuel. The idea is to fool the thief into thinking it's a mechanical problem so he'll abandon the car. The Stop Action Plus adds a concealed floor switch that can be inconspicuously triggered in the event of a carjacking. Again, the vehicle fakes a mechanical problem, this time after 60 to 90 seconds. Both units offer a hidden toggle switch that defeats the system for valet and service situations. Jacobs Electronics, 500 N. Baird St., Midland, TX 79701; 800/627-8800.

NOVACOMM

Korean electronics giant Nae Wae Semiconductor Company, Ltd., is marketing a new line of security systems through its U.S. sales and marketing division, Novacomm. The 3000 and 4000 Black Eagle auto-alarm systems are loaded with features and offer a complete line of accessories for custom installations. The model 3000 incorporates a two-button single-channel remote, and the 4000 has a two-button, three-channel remote. Both have a code-learning system with 1 million possible codes, a 120-dB six-tone siren, LED status indicator, diagnostics and error bypass reporting, auto re-arm, valet mode, panic, and outputs for starter kill, light flash, and power lock activation. The model 4000 adds a trunk-release output, domelight supervision, magnetic shock sensor, and chirp suppress, along with other programmable features. Novacomm, 6925 Canby Ave., Suite 107, Reseda, CA 91335; 800/757-3006.

HellFire
HE-600
HARRISON

HARRISON ELECTRONICS

Harrison's HellFire HE-600 Max is a full-feature passive/active unit that offers a code-learning microprocessor and scan-deterrent receiver. It comes with two three-channel remotes and a built-in third-channel output. Features include Warn-Away perimeter detection, Smart Valet, panic mode, door-lock control, trunk release, power window roll-up, headlight and domelight delays, five-function red/green status LED, pager outputs, and remote engine start. A selectable DIP switch allows you to program the passive/active arming and operate the arm/disarm chirp confirmation, door-lock timer, passive door-lock arming, ignition-lock control, and current sensor. Harrison Electronic Systems, 51 Gravel St., P.O. Box 1758, Wilkes-Barre, PA 18705; 800/422-5050 or 717/825-0540.

AVITAL

Avital's new Tornado security system blocks scanners with ESP, Electronic Scan Protection. It also employs a remote-control code-learning feature to protect the vehicle if one remote is lost or stolen. The lost remote is easily deleted from the system through Avital's user-friendly technology. Other offerings include Cyclone, Champion, and Avistar in the Mark II line. These systems provide an assortment of user-programmable features, remote-control code learning, chirp-silencing control, headlight minder, auto door lock/unlock, and dual-level tamper warning, just to name a few. Avital Technologies, 1535 Barclay Blvd., Buffalo Grove, IL 60089; 800/253-0334.

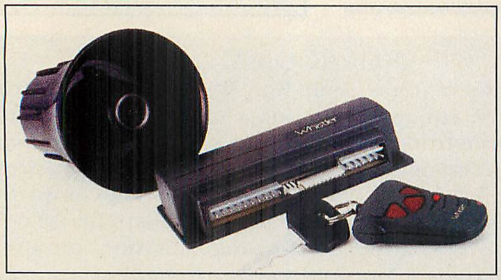
ALPINE
MOBILE SECURITY SYSTEM
8046
ALPINE
RADAR SENSOR
CONNECTOR

ALPINE

Alpine, known for high-quality car audio equipment, has expanded its security-system line with two new models. The 8045 is a sophisticated full-feature treatment, and the 8046 adds digital radar sensors. The dual-sector radar sensor protects both the inner and outer perimeters of the car. Movement outside the car produces a warning chirp, a feature that can be turned off when parking in high-traffic areas. Movement detected by the inside sensor triggers the alarm. The 8045 offers a super regenerative receiver with selectable chirp verification and a built-in glass sensor. Both include the usual barrage of high-end features wrapped in distinctive high-quality Alpine packaging. Alpine Electronics of America, 19145 Gramercy Pl., Torrance, CA 90501; 310/326-8000.

SHERWOOD

One of the newest names in the car-security market is actually one of the oldest and most respected in the consumer electronics industry. Sherwood recently introduced four new alarms, starting with an entry-level, self-contained unit dubbed the S-50R and continuing through the top-of-the-line S-300R. The S-100R is a well-rounded intermediate system that incorporates a glass breakage sensor at a budget price. Sherwood's S-200R is another solid value, packing full protection into an economical unit, including quartz-locked frequency transmitters and a faulty sensor bypass. Multi-car operation is built-in, along with a domelight feature, door lock, trunk release, and light flash through the onboard relay system. Other features include a starter disable, anti-scan protection, pre-warn shock sensor, tripped sensor indication, and keyless entry in Valet mode. The S-300R adds a remote engine starter and a third-channel output to the S-200R's impressive list of features. Sherwood Electronics, 14830 Alondra Blvd., La Mirada, CA 90638; 714/521-6100.



WHISTLER

Signature security systems from Whistler are offered in four models: the entry-level Acclaim, the no-nonsense Alert, the upper-level Assert, and the high-end Excel. All four are designed with Smart Sensors and Digital Signal Processing, Whistler's remedy for false alarms. To foil carjackers, Signature's systems employ transmitters with an extended range of 300 to 700 feet, which allow you to set off the alarm after the thief drives away. The 120-dB siren and flashing lights can't be defeated easily, so it's likely the car would be abandoned. A panic mode can be accessed at any time, rather than just when the engine is off (as with most other systems). The Excel features Whistler's MicroSphere OZ/s radar sensor that provides a perimeter warning zone around the vehicle. Whistler, Five Liberty Way, Westford, MA 01886; 508/692-3000.

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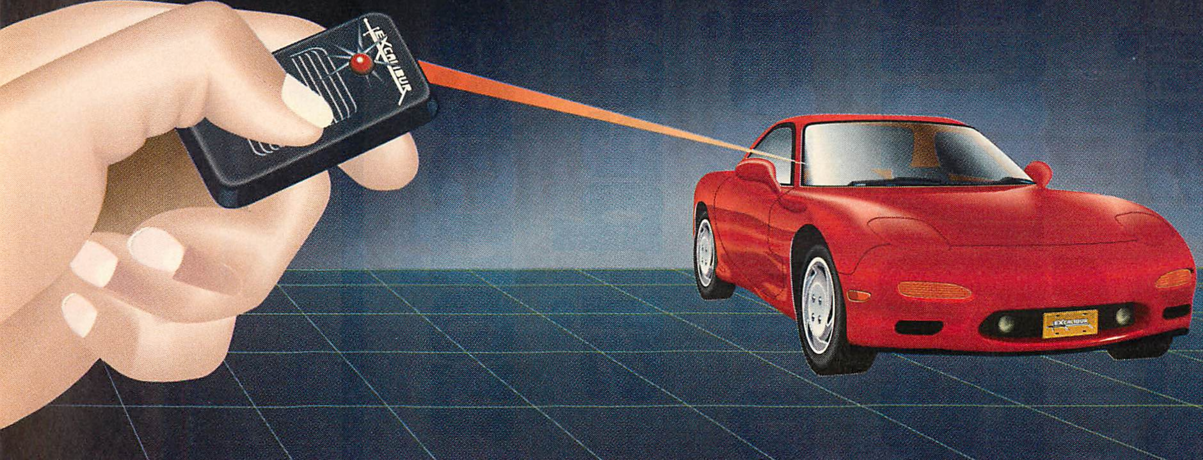

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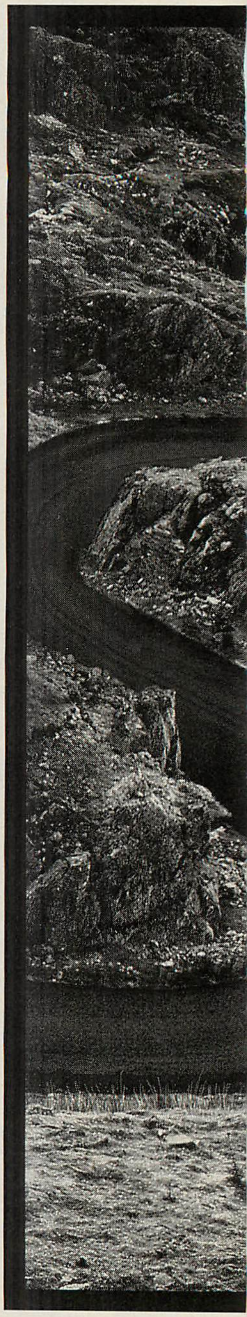

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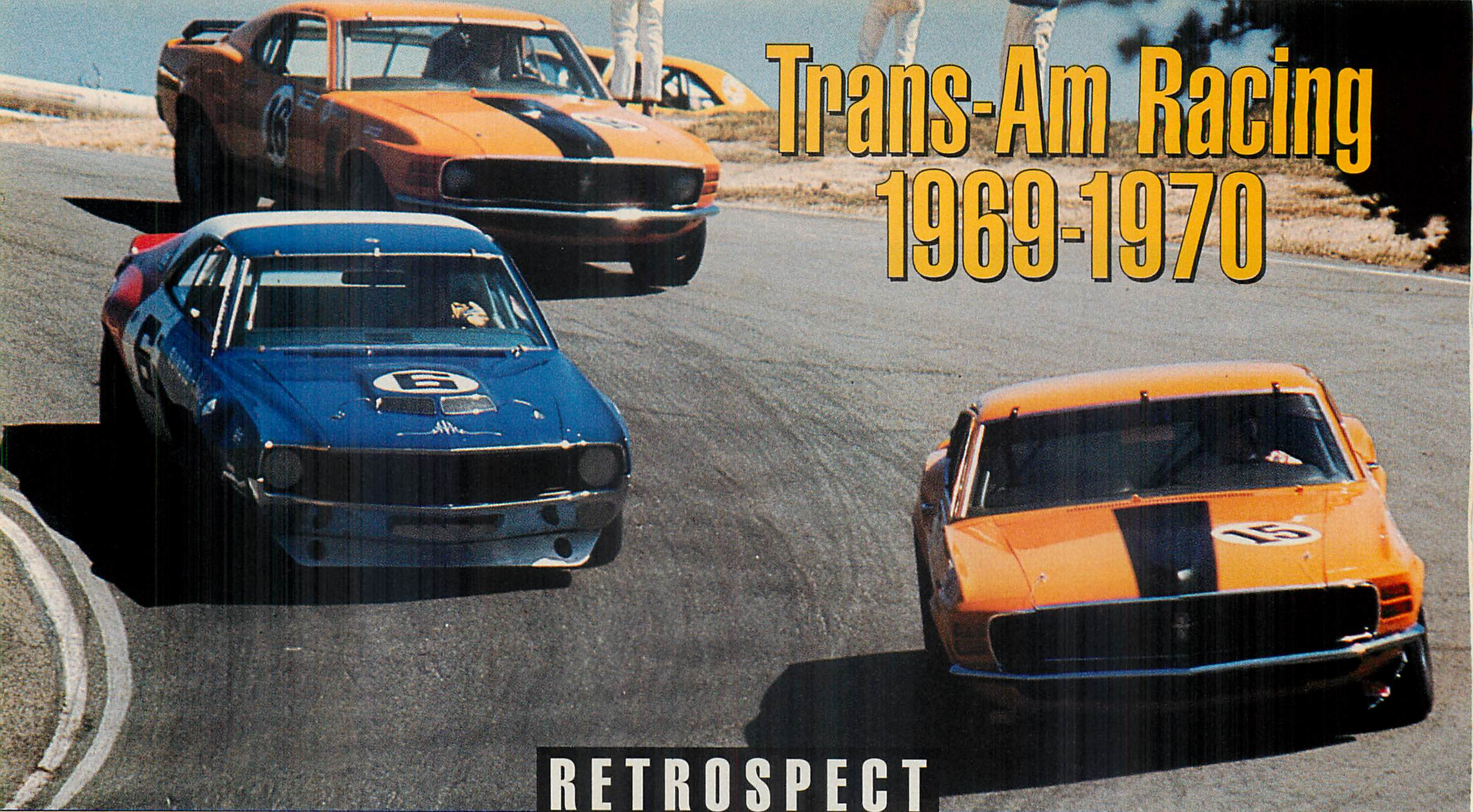
SUNOCO

Trans-Am Racing 1969-1970



RETROSPECT

THE YEARS DETROIT WENT ROAD RACING

by John Pearley Huffman

PHOTOGRAPHY FROM THE *MOTOR TREND* ARCHIVES

Oval-track and drag racing are American natives, the products of a country dotted with fairground horse tracks and checkerboarded with roads laid out by men using straight-edge rulers and atrophied imaginations. Road racing, on the other hand, is foreign, emerging from those countries with ancient serpentine byways our ancestors fled. After World War II, many Americans adopted spindly, small "sports cars" and road racing as their passions, but most race fans were addicted to the rowdy USAC Sprint and Midget cars, NASCAR stock cars, and NHRA dragsters. Then, in 1966, the Sports Car Club of America's (SCCA) Trans American Sedan Championship series grafted American-style V-8 competition onto the twists of European road racing.

The Trans-Am was *American* road racing—stock cars that turned left *and* right. Cars with V-8s, brawny characters, and names like Camaro Z/28, Mustang Boss 302, Challenger T/A, 'Cuda AAR, and Firebird Trans Am.

Trans-Am's development coincided with Detroit's introduction of the compact, personal performance car: the ponycar. Ford's '65 Mustang found immediate success in the SCCA's B-Production "amateur" division disguised as the Shelby GT350. But the Trans-Am was "professional" with only a manufacturer's title at stake through the season and no driver's championship at all. SCCA Executive Director John Bishop designed the series to attract manufacturers and, eventually, that's what the Trans-Am did. Name drivers followed the factory cash.

Trans-Am racing started innocuously March 25, 1966, at Sebring, Florida, where A.J. Foyt put a Mustang on the pole for the Four-Hour Governor's Cup Race for Sedans. Initially, Trans-Am was divided into divisions for engines under and over 2.0-liters, and 35 of the 44 starters at Sebring were in the under-2.0-liter category. But the blare of the seven V-8-powered entries displacing more than 2.0 liters (three Mustangs, three Plymouth Barracudas, and one Dodge Dart) trumpeted the future. Even as most of the V-8 cars fell out with mechanical problems, it was obvious no one cared about too much else when the big cars ran. Bob Tullius was the first over-2.0-liter winner, driving the Dart behind Jochen Rindt's under-2.0-liter Alfa.

The manufacturers didn't participate much in the '66 Trans-Am until September, when Carroll Shelby put Lew Spencer in charge of a semi-factory three-car Ford effort. Led by driver Jerry Titus (then editor of Petersen's *Sports Car Graphic*), the Ford team had little trouble securing the first over-2.0-liter Trans-Am title, in the process winning four of the seven events. In 1967, the number of races shot up to 12, and factory involvement expanded. In addition to the Shelby Mustang effort, NASCAR legend Bud Moore fielded factory Mercury Cougars for Dan Gurney, Parnelli Jones, and Ed Leslie. And Roger Penske brought the all-new Camaro Z/28 into the series with Mark Donohue behind the wheel. The Mustangs squeaked out another manufacturer's title over their Cougar cousins, but Donohue's three wins presaged an amazing 1968.

Only Richard Petty's '67 NASCAR season (27 wins, 10 in a row) ranks with Donohue's '68 Trans-Am season for American motorsports domination. The Penske team's immaculate preparation, reliable Traco-built 302-cid V-8s, and Donohue's brilliant driving resulted in 10 victories in the 13 races—including eight in a row, starting with the second race at Sebring. The Penske/Donohue combination was so dominant it made the racing somewhat unexciting, but the situation raised the competitive hackles of Ford, AMC, Pontiac, Dodge, and Plymouth. That led to the two most memorable Trans-Am seasons: '69 and '70.

By '71, it was all over. That year, as part of a general retrenchment, GM, Ford, and Chrysler all withdrew from Trans-Am, leaving Penske and Donohue to waltz to the title with the AMC Javelin against token competition. During the next 24 years, the Trans-Am would wallow and eventually regain some of its luster, but would never recreate the classic '69 and '70 seasons.

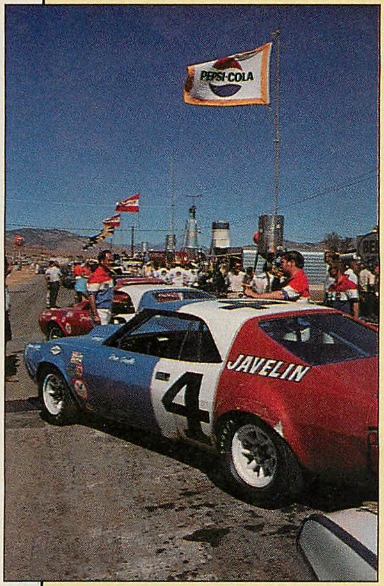
Trans-Am Racing 1969

Mark Donohue's six wins in '69 paled in comparison only to his 10-win '68 season. Though Penske clearly was the slickest racing operation in Trans-Am, it wasn't a "factory" team. Early in the season, Donohue experienced frustrating engine failures from rod breakage after Chevy recommended omitting shot-peening in a redesign. Once Traco engine builders learned to ignore the factory, the engines became reliable again. Donohue proceeded to win at Riverside after bending his car's snout in a shunt with arch-rival Parnelli Jones. In addition to Donohue's six wins, Penske driver Ronnie Bucknum racked up two more.

Ford was determined to avoid embarrassment at the hands of Penske's Camaro again and introduced the all-new Trans-Am-specific '69 Mustang Boss 302 to battle the Trans-Am-specific Z/28. Gathering all its corporate muster, Ford financed two Boss 302 teams, one led by Carroll Shelby with drivers Peter Revson and Horst Kwech, the other directed by Bud Moore with Parnelli Jones and George Follmer piloting.

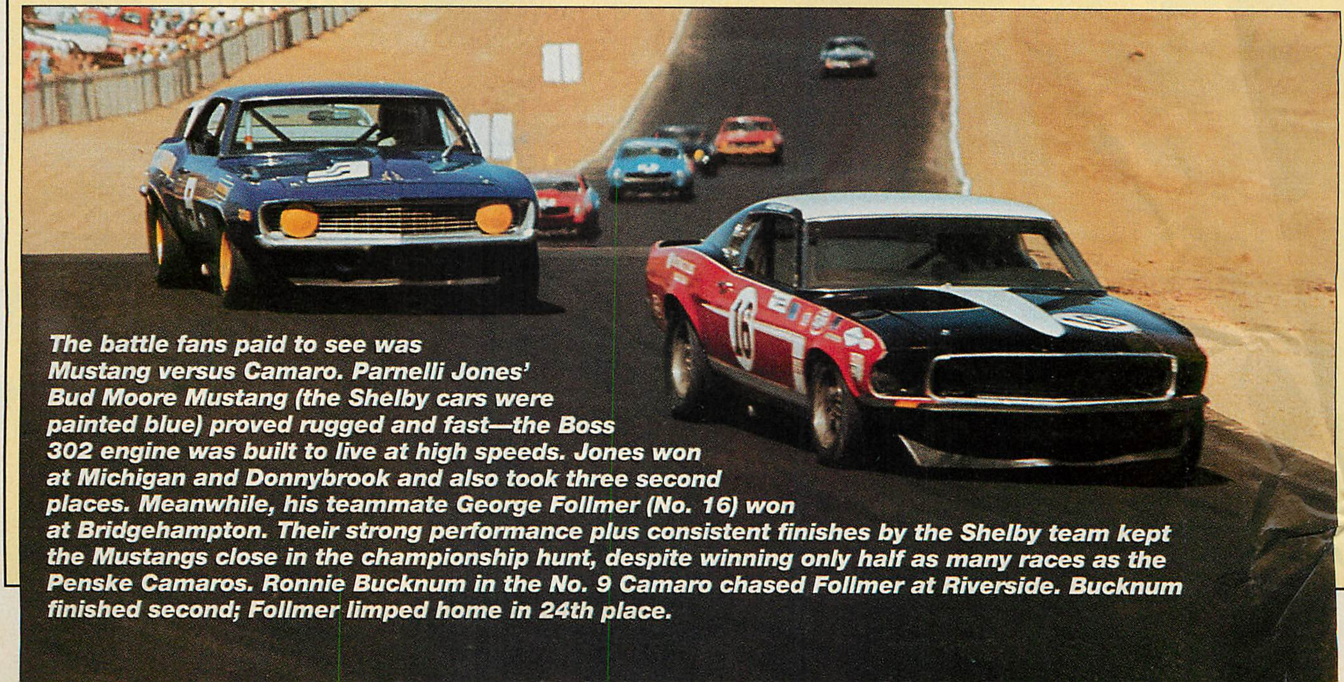
AMC began its second year of Trans-Am competition with John Martin and Ron Grable (presently a *Motor Trend* contributor) driving Ronnie Kaplan's Javelins. Jerry Titus, meanwhile, switched over to his own Pontiac Firebird team, where he found more frustration than success.

Everyone chased Donohue and the No. 6 Sunoco Blue Camaro. Although Penske shuttled drivers ranging from Ronnie Bucknum to Sam Posey through the No. 9 second Camaro, it was the special relationship between Donohue and Penske that produced the first Trans-Am legend. Going into the season, there was little reason to believe their '69 Camaro would be any less awesome than their '68.



After a frustrating '68, AMC entered '69 optimistically. AMC's problem was engine strength. Though the 290-inch (bored to 304) V-8 made power, its bottom end was weak. During one tech teardown, four-bolt main caps were found on the AMC engine, declared illegal, and thereafter power output was moderated. Though drivers Ron Grable and John Morton were talented, they couldn't win. Grable's fifth-place finishes at Mid-Ohio and Watkins Glen were the team's best.

Jerry Titus started the '69 Trans-Am season campaigning a '68 Firebird. Since Firebirds in Canada were available with Chevrolet engines—and the planned 303-cubic-inch Ram Air V Pontiac engine never materialized—the SCCA allowed them to run the Z/28's 302 small-block engine. However, Chevy made sure the best parts went on Camaros first and left the seconds for Firebirds. The result was low power and worse reliability. Titus' best finish was second at Mont-Tremblant.



The battle fans paid to see was Mustang versus Camaro. Parnelli Jones' Bud Moore Mustang (the Shelby cars were painted blue) proved rugged and fast—the Boss 302 engine was built to live at high speeds. Jones won at Michigan and Donnybrook and also took three second places. Meanwhile, his teammate George Follmer (No. 16) won at Bridgehampton. Their strong performance plus consistent finishes by the Shelby team kept the Mustangs close in the championship hunt, despite winning only half as many races as the Penske Camaros. Ronnie Bucknum in the No. 9 Camaro chased Follmer at Riverside. Bucknum finished second; Follmer limped home in 24th place.

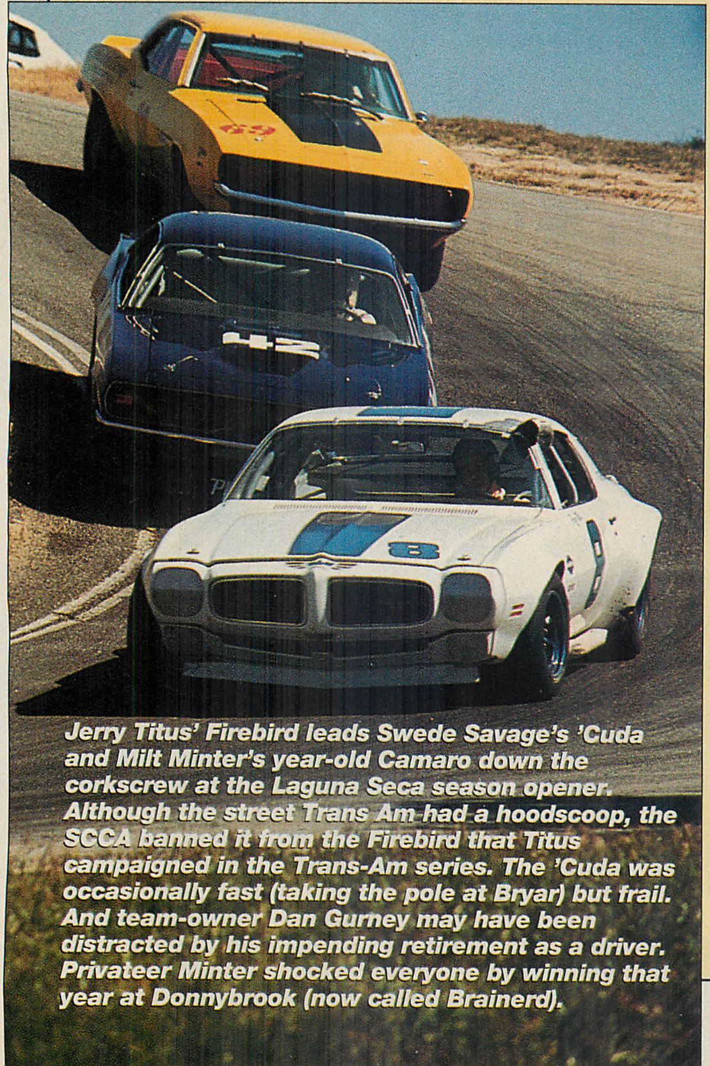
Trans-Am Racing 1970

In any other year, word that Penske and Donohue had abandoned Chevy to take $2 million of AMC's money racing Javelins would've been big Trans-Am news. In 1970, however, it was just one of dozens of changes.

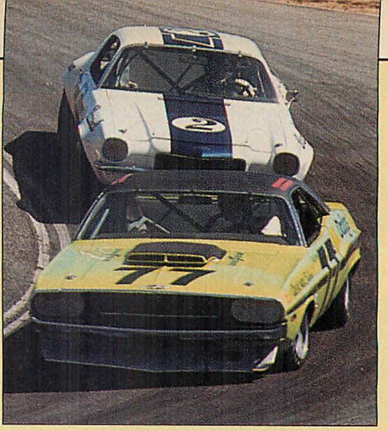
Everyone, except Carroll Shelby, raced Trans-Am in 1970. Though Ford cut its racing budget by 75 percent, the auto maker still found enough money to campaign Bud Moore Boss 302s for Parnelli Jones and George Follmer. Jerry Titus was back with new Pontiac-powered Firebirds, and Chapparal's legendary Jim Hall ran the all-new Camaro. Meanwhile, Chrysler entered with both feet: a Dodge Challenger T/A for Sam Posey and Plymouth AAR 'Cudas for Dan Gurney and his protegé Swede Savage. Beyond all these factory efforts were dozens of surprisingly strong privateers. The destroked 400 in the Firebird and 340 in the 'Cuda were made possible by rule changes for 1970, which also banned multiple carbs and five-speed transmissions.

Unfortunately, though everyone played, not everyone could win. Both the Chaparral Chevy and combined Mopar efforts were disappointments in direct proportion to the amount of money expended on them. Even worse, the Firebirds still proved uncompetitive, and tragically Jerry Titus, the most beloved driver in Trans-Am's history, died in a wreck at Road America.

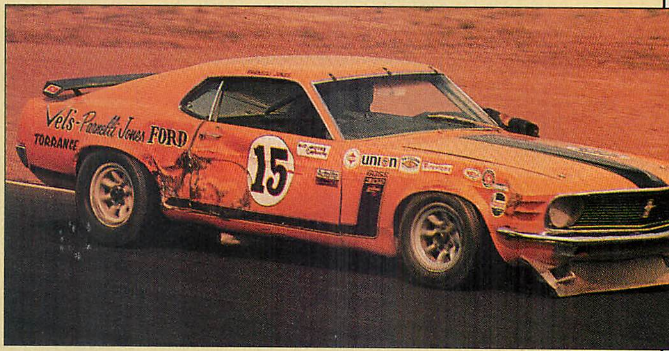
Like '69, the class of the field proved to be Penske and Bud Moore, even if Penske's cars were now Ramblers and Bud Moore had changed paint jobs. All but two races were won by either Penske or Moore cars.



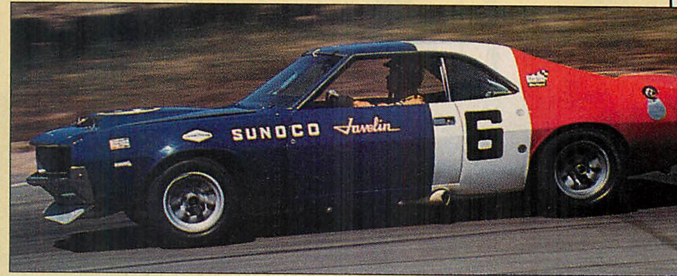
Jerry Titus' Firebird leads Swede Savage's 'Cuda and Milt Minter's year-old Camaro down the corkscrew at the Laguna Seca season opener. Although the street Trans Am had a hoodscoop, the SCCA banned it from the Firebird that Titus campaigned in the Trans-Am series. The 'Cuda was occasionally fast (taking the pole at Bryar) but frail. And team-owner Dan Gurney may have been distracted by his impending retirement as a driver. Privateer Minter shocked everyone by winning that year at Donnybrook (now called Brainerd).



Although the lack of success that plagued Sam Posey's No. 77 Challenger could've been chalked up to teething problems, the frustration experienced by the white Jim Hall Chaparral Camaros was mystifying. Posey, whose green Challenger was mechanically similar to the AAR 'Cudas, earned three third-place finishes through the year. Hall himself drove the No. 1 Camaro, while Ed Leslie was initially assigned to No. 2. Vic Elford drove the No. 2 car to victory at Watkins Glen, the new Camaro's only win in '70—quite a fall for Chevrolet.



Parnelli Jones won five races, while teammate George Follmer won at Bryar, giving Ford six wins and the '70 Trans-Am championship. Jones' most spectacular win came at the season finale at Riverside where a backmarker booted his No. 15 into the desert while he was leading. Despite a severely damaged car, Jones worked his way back from ninth to win. Because the car was so hard to turn, Jones smacked the curbing to get the vehicle up on two wheels through Turn 2.



The transition from Camaro to Javelin wasn't exactly easy for Penske and Donohue, but it was successful. Under new rules, the red, white, and Sunoco blue Penske Javelins used stronger, reliable, Traco-built, destroked AMC 360 V-8s instead of the overstressed 290s. Also, while the Javelin's suspension was just as primitive as the Camaro's, the AMC didn't have the GM product's separate front subframe, making chassis setup a bit simpler. Donohue started the season with a strong second at Laguna Seca, then won mid-season races at Bridgehampton, Road America, and Mont-Tremblant. Teammate Peter Revson's best finish was a second at Bryar.

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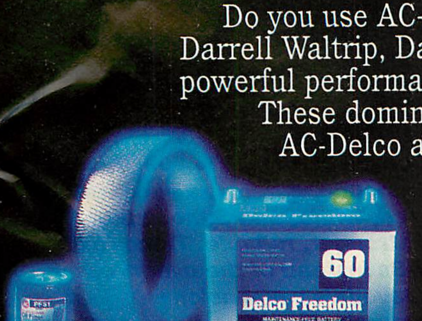

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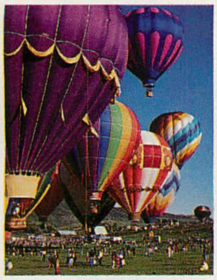

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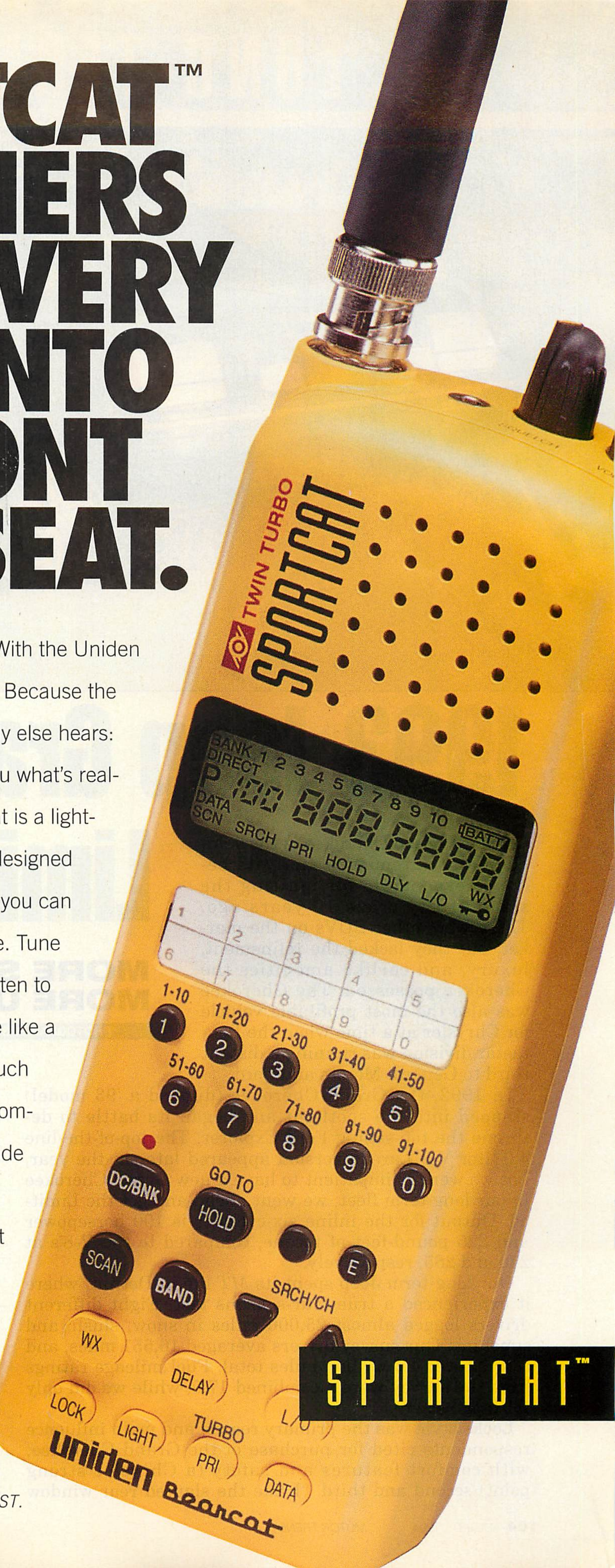

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LONG-TERM WRAPUP

BY B.J. KILLEEN

1993 Jeep Grand Cherokee Limited

MORE SPORT, MORE UTILITY

PHOTOGRAPHY BY JIM FRENAK

Chrysler's Jeep Cherokee is the vehicle many automotive analysts believe responsible for igniting the sport/utility craze 10 years ago. There were other SUVs on the market, but they lacked the refinement, luxury, and carlike amenities the Cherokee possessed. The Cherokee was also the most profitable vehicle for Chrysler at a time when the Pentastar division was running a distant third to General Motors and Ford.

In 1992, the Grand Cherokee (dubbed a '93 model) stepped into the spotlight and began its battle to dethrone the top-selling Ford Explorer. The top-of-the-line 4.0-liter V-8 Laredo version appeared later in the year, but we were so impatient to have a new Grand Cherokee in our long-term fleet, we went ahead and got the Limited. Output for the inline six-cylinder is 190 horsepower and 225 pound-feet of torque, compared to the V-8's at 220 and 285, respectively.

Our long-term Jeep spent its *MT* life in Detroit, where it experienced a true four-seasons test. Eight different drivers logged almost 25,000 miles in snow, slush, and sunshine. Our survey drivers averaged 16,551 miles, and ran up over 4.4 million miles total. Fuel mileage ratings from the survey were a combined 17.0, while we did only 1.1 mpg better.

Looks/style was the primary reason and main influence respondents cited for purchase of the Grand Cherokee, with comfort features and safety (a Chrysler strong point) second and third. "I like the slanted rear window and the front grille. Now that really makes the Jeep look sharp! Ours is white with the gold detailing, and we also bought bigger tires and fancier mags; wow, we love it!" commented one enthusiastic respondent. The *MT* staff also thinks highly of the design, which was one of the reasons the Grand Cherokee won our '93 Truck of the Year award.

Jeep owners are devoted to their Cherokees; 95.6 percent would recommend one to others, and 94.9 percent said they'd buy another. "This is our third Jeep in three years. Chrysler outdid itself in '93. No question we'd buy another one in a New York minute."

With comfort being the third major purchase consideration, it's understandable that the Grand Cherokee scored a 94.4 percent excellent/good overall comfort rating and 86.3 percent excellent/good for rear seat support. One family was so pleased after a four-state trip, they wrote, "The Jeep was so comfortable, I think the four of us would have taken the vacation again as soon as we got home!" Our logbook noted: "This is the limousine of sport/utilities, not just in superb ride quality, but in overall comfort. The seats are impressively comfy for city or highway travel—well bolstered and offering support in all dimensions."

Performance, ride quality, and handling were all listed in the specific likes column. Our respondents rated the Limited's overall performance at 91.5 percent excellent/good, with acceleration (81.6), handling (90.8),

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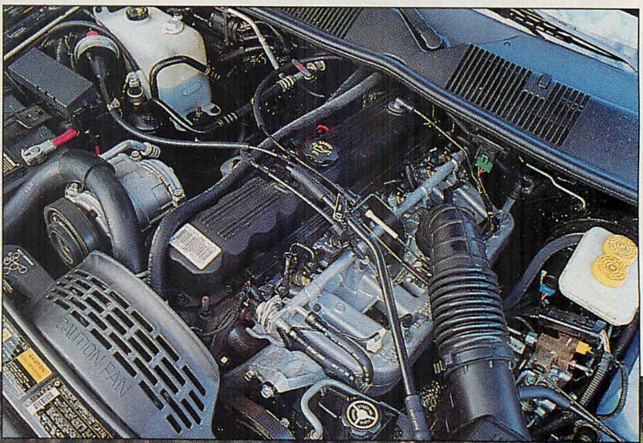
and braking (91.2) all scoring above average in the excellent/good categories. "I live in an area where winter can get really rough, and last winter, the Jeep handled like a champ." "We needed a large vehicle for traveling, and I'm too young to drive a minivan. My father's Jimmy feels 'trucky' to me. The Limited handles like a medium-size car." National Editor Daniel Charles Ross said the Jeep was "unstoppable in the snow; a real sled dog."

Although 67.5 percent said they experienced no significant troubles with their Jeeps, 32.5 percent had some problems. The latch on the rear hatch not opening properly was at the top of the troubles list at 19.0 percent. A recall to fix it was in effect during the '93 model year, so many had it taken care of before they mailed in our survey. Electrical glitches placed second at 14.3 percent. Everything ranging from the clocks losing time to flashing dash lights to security-alarm problems were included in this category (all of which we experienced on our long-term vehicle). Brakes, ignition coil, and malfunctioning electronic control units followed electrical problems. One owner even found a screwdriver in the left front door panel of his Grand Cherokee.

The overall quality and workmanship score of 77.0 excellent/good is below average for our surveys and reflects the previously noted owner's woes. Comments from survey respondents included: "I've experienced an endless number of electrical problems as well as mechanical troubles, like the brakes—this car has been a disaster!" "I've had many problems with the liftgate, paint job, leaking, etc. I think without these recurring, this would be my favorite vehicle." "I didn't receive my factory recall notice until I'd already been stranded 80 miles from home." "The concept of this vehicle is great. If Chrysler could just improve the fit and finish, rattles, and minor problems so they equal the high quality of Japanese vehicles, this would be an awesome sport/ute." *MT*'s Grand Cherokee experienced the aforementioned electrical glitches as well as a bout of rust around the fuel-filler neck.

Dealer sales and service practices are another area where Chrysler's Jeep/Eagle division falls short. Only 73.3 percent of those surveyed said sales practices were excellent/good, and 71.1 percent felt the same about the service they've received. Sales complaints included a lack of knowledge about the Limited's features, high-pressure sales treatment, and rude, uncooperative attitudes. Those who had no problems said they were treated politely and dealt with in a straightforward manner; one couple even said it was the "most relaxed purchase we've ever made."

Service was frustrating for many, and others noted that they had to make multiple trips to the dealer for the same problem. "I got no help from my dealer for service. My first brake failure at 240 miles happened on a weekend, and the dealer told me I was on my own." "It usually took two times to fix the same problem. One time they took a part out of my vehicle to fix another and forgot to replace it." On the positive side, one owner noted: "Without a doubt this is the best service department and people I've ever been associated with!" Another observed: "They're responsive to scheduling times, and



The inline-six powerplant on the Limited has a horsepower rating of 190, with torque at 225 pound-feet. Survey respondents said a comfortable interior was one of the top reasons they purchased the Jeep.

MOTOR TREND
Jeep
4x4
Grand Cherokee
GOODYEAR
EAGLE GA

the work is done when they say it will be. Cooperative and helpful service personnel."

Do the manufacturers ever hear these complaints and praises? You bet they do. In Chrysler's case, it's gone the extra mile with the Cherokee, and plans to do the same with all future products operating under the team-concept structure now instituted at Highland Park. Four *Motor Trend* staff members recently spent an afternoon with the team of the future Jeep Cherokee, telling them what we like or dislike and what we prefer to see changed or remain the same. These surveys went with us to the meeting to let the team know what buyers want, as well. They took notes when we said respondents wanted to change the spare tire location, improve gas mileage, add power, fix the quality, and upgrade dealer/customer relations. When the new Cherokee appears in a few years, we'll know whether or not Chrysler was really listening. **MT**

VITAL STATISTICS

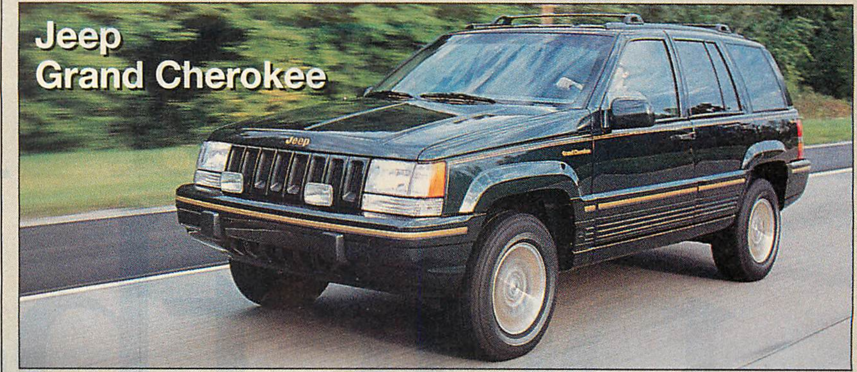
Principal driver	
Male	51.3%
Female	46.4
Both equally	2.3

Age of principal driver	
Under 20	1.1%
20-24	2.7
25-29	3.1
30-34	10.0
35-39	13.8
40-44	**23.0**
45-49	16.0
50-54	11.9
55-59	5.7
60-64	5.4
65 & over	7.3

Sales price	
Average	$28,264
Range	$23,000-$33,000
Under $25,000	1.7%
$25,000-25,999	3.8
$26,000-26,999	10.9
$27,000-27,999	21.8
$28,000-28,999	**22.2**
$29,000-29,999	20.5
$30,000-30,999	14.1
$31,000 & over	5.0

Mileage	
Total vehicle miles	4,435,673
Average miles/vehicle	16,551
Average mpg, city/highway	17.0

TECH DATA



PRICE

Base price	$27,433
Price as tested	$29,024

GENERAL/POWERTRAIN

Body style	4-door, 5-passenger
Vehicle configuration	Front engine, four-wheel drive
Airbag	Driver's side
Engine configuration	I-6, OHV, 2 valves/cylinder
Engine displacement, cc	242/3964
Horsepower, hp @ rpm, SAE net	190 @ 4750
Torque, lb-ft @ rpm, SAE net	225 @ 4000
Transmission	4-speed auto.
Axle ratio	3.73:1

DIMENSIONS

Wheelbase, in./mm	105.9/2691
Length, in./mm	179.0/4548
Height, in./mm	64.8/1647
Ground clearance, f/r, in./mm	8.4/8.1/213/205
Curb weight, lb	3674
Fuel capacity, gal	23.0
Fuel economy, EPA, city/hwy., mpg	15/20

CHASSIS

Suspension, f/r	Quadra-link
Steering	Recirculating ball, power assist
Brakes, f/r	Discs/drums/ABS
Wheels	15 x 7.0, alloy
Tires	225/70TR15, Goodyear Eagle GA

PERFORMANCE

Acceleration, 0-60, sec	10.7
Quarter mile, sec/mph	17.8/77.2
Braking, 60-0, ft	134
Lateral acceleration, g	0.83
Slalom, mph	62.5

MAINTENANCE

Total mileage	24,972
Test mileage	24,736
Fuel consumed, gal	1369.5
Fuel cost	$1722.46
Average mpg	18.1
Additional oil cost	$2
Total maintenance	$121.11
Problem areas	Rust, oil light
Total operating cost	$1845.57
Operating cost/mile	7.5¢

PURCHASE CONSIDERATIONS

What influenced you to buy a Grand Cherokee?	
Looks/style	86.7%
Comfort features	53.1
Safety features	51.7
Performance	46.1
Handling	33.9
Reputation	30.6
Quality	29.2
Car magazine report	28.4
Prior experience	25.5
Advertising	13.7
Warranty	12.9

Would you buy another Jeep vehicle?	
Yes	76.8
No	5.2
Maybe	18.1

Would you recommend this vehicle to others?	
Yes	84.2
No	4.4
Maybe	11.4

STRENGTHS/WEAKNESSES

Mechanical problems	
Yes	32.5%
No	67.5

Types of mechanical problems	
Rear hatch latch	19.0
Electrical	14.3
Brakes	13.1
Ignition coil	13.1
Computer	8.3

Specific complaints	
Car noise/rattles	18.3
Poor gas mileage	17.9
No complaints	16.6
Spare tire location	6.1
Lack of power	5.7
Seat comfort	5.2

Specific likes	
Style	40.0
Handling	31.9
Comfort	27.2
Four-wheel drive	20.9
Performance	10.6
Ride	10.6

What changes would you like?	
Different spare tire location	14.2
Passenger airbag	12.4
Less car noise	11.9
Better gas mileage	9.7
More power	9.7
Better seat comfort	7.5

PERFORMANCE/CREATURE COMFORTS

	Excellent	Good	Average	Fair	Poor
Performance rating	**49.8%**	41.7%	5.9%	1.8%	0.7%
Fun to drive	**60.3**	30.5	7.4	1.5	0.4
Acceleration	30.3	**51.3**	14.0	3.3	1.1
Braking	**51.1**	40.1	7.0	1.1	0.7
Handling	**53.7**	37.1	7.7	0.4	1.1
Overall comfort	**60.9**	33.5	5.6	0.0	0.0
Passenger rear-seat comfort	30.5	**55.3**	8.9	3.7	1.1
Overall quality	**38.9**	38.1	13.0	6.3	3.7

DEALER RATINGS

	Excellent	Good	Average	Fair	Poor
Sales practices	33.8%	**39.5%**	15.2%	4.6%	6.8%
Service practices	**40.6**	30.5	13.7	8.6	6.6

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Motor Trend's 1994 Import Car of the Year.
The New Accord. A Car Ahead.
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LONG-TERM UPDATE

BY B.J. KILLEEN

Base price	$36,890
Price as tested	$41,018
Total mileage	14,031
Test mileage	13,979
Fuel consumed	823.4 gal
Fuel cost	$1040.69
Average mpg	17.0
Additional oil/cost	None
Routine maint.	$126.08
Additional maint.	Warranty
Previous maintenance	$26.78
Problem areas	Security system
Total operating cost	$1193.55
Operating cost/mile	8.5¢

'93 LINCOLN MARK VIII

This is the last update for our long-term Mark VIII, and we're going to miss it when it's gone. We've almost doubled the mileage since our last report with a few long-distance trips and plenty of around-town driving. Fuel economy has dropped only 0.2 mpg, and we completed a 7500-mile service and 12,000-mile oil change. Numerous logbook entries note the Mark's wonderful power and responsiveness. Exterior styling still draws plenty of attention: "I'm constantly asked if this is a brand-new model," wrote one frequent driver.

At one point, a faulty keyless-entry pad caused the alarm system to go off continually, but it was fixed under warranty through the dealer. Complaints in the logbook refer to the automatic seat return, which takes too long, the low underdash that tends to bump the knees of taller folks or those who sit close, and the auto-locking doors, which can lock you out if the door is closed with the engine running. One editor noted that the Mark VIII could use a touch more luxury to justify its lofty price.

Base price	$31,400
Price as tested	$33,295
Total mileage	776
Test mileage	700
Fuel consumed	41.2 gal
Fuel cost	$51.09
Average mpg	17.0
Additional oil/cost	None
Routine maint.	None
Additional maint.	None
Previous maintenance	None
Problem areas	None
Total operating cost	$51.09
Operating cost/mile	7.3¢

'95 MAZDA MILLENIA S

Our first '95 model has joined the long-term fleet. The Millenia's 2.3-liter 24-valve V-6 Miller Cycle engine produces 210 horsepower and 210 pound-feet of torque. There are three versions offered: our "S" is the top model, with the base and Leather editions getting the naturally aspirated V-6 at 40 less horsepower. Performance-wise, the S is no slacker: a 0-60 time of 7.6 seconds and a quarter-mile run of 15.8 at 90.0 mph are clearly faster than the Lexus ES 300 and Mercedes C-Class models against which it plans to compete. Options on our vehicle include Deep Sea Mica paint for $175, a Bose audio system with trunk-mounted CD player for $1200, and carpeted floormats and alloy wheel locks for $125. Destination ran $395. The as-tested $33,295 sticker also gives it an edge against the other luxury marques in the price wars. After the break-in miles, the Millenia took a short hop to Riverside, about 90 minutes east of L.A. Initial highway impressions are good. The seats are comfortable, engine noise at 60 mph is undetectable, and only a touch of wind noise enters the cabin.

Base price	$14,899
Price as tested	$15,344
Total mileage	14,566
Test mileage	11,159
Fuel consumed	443.2 gal
Fuel cost	$609.81
Average mpg	25.2
Additional oil/cost	None
Routine maint.	$325.71
Additional maint.	None
Previous maintenance	$84.72
Problem areas	Front-end vibration
Total operating cost	$1020.24
Operating cost/mile	9.1¢

'93 SUBARU IMPREZA WAGON L AWD

The Subaru has earned many miles as a commuter car for those staffers who live more than an hour away from the office. There have been 19 different drivers in this Impreza, ranging from small to tall. There's plenty of head room and seat adjustments to fit them all well. Overall comfort is good in the Subaru. "The Impreza cruises nicely at 80 mph," wrote one editor, "but it needs more power." In wet weather, the car provided good grip on slick roads, thanks to its all-wheel-drive setup. Gas mileage is down slightly since our last update, but still falls within the 24/29 city/highway EPA estimates. A few drivers complained of front-end vibration; at the 15,000-mile service, in addition to the scheduled maintenance, we had the tires balanced, rotated, and aligned, which took care of the problem. Gripes in the logbook included a lot of engine noise in the cabin and poor fit and finish: "Every time the hatch is opened, the moulding strap on the roof pops up," noted one driver. The rear wiper assembly mysteriously vanished, but was replaced by the dealer at no charge for labor.

National gas average prices courtesy of Lundberg Survey, Inc., North Hollywood, California.

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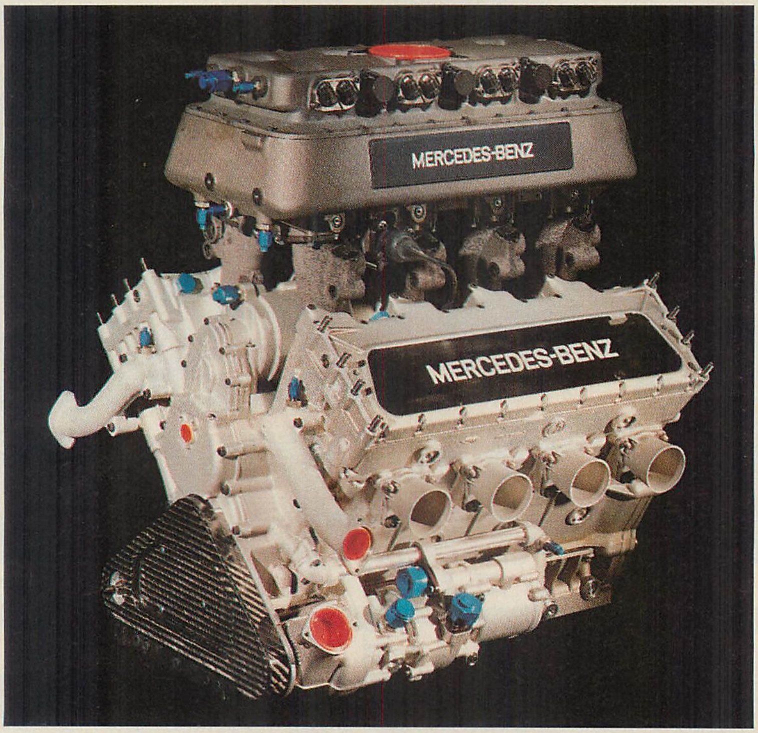
BY MAC DEMERE

RETRO-TECH INDY CAR ENGINES

Roger Penske shocked the racing world when he announced that the engines for Marlboro Team Penske's entries in the '94 Indianapolis 500 would exploit an intentionally opened rules loophole. This regulation gives built-for-racing, single-cam, two-valve engines the same additional displacement and turbocharger boost previously allowed "stock-block" powerplants. Funded by Mercedes-Benz, Penske's pushrod V-8 was designed and built by Britain's Ilmor Engineering, which produced the four-cam four-valve Chevy Indy V-8s. Mercedes announced earlier that it was backing Ilmor's development of a four-cam engine for Team Penske's entry in the '95 PPG Indy Car World Series.



The USAC hoped to break the British engine cartel; instead Mercedes-Benz, Penske Racing, and Ilmor Engineering turned the highest-tech pushrod in history into a classic unfair advantage, and the engine became first all-new design to win the Indy 500 in its first outing.

	MERCEDES-BENZ 500I	GREENFIELD GC209T	ILMOR INDY V-8 D
Type	72° V-8, Aluminum heads and block	90° V-8, Aluminum heads and block	82° V-8, Aluminum heads and block
Bore x stroke, in	Classified	3.750 x 2.365	Classified
Displacement, ci/cc	209.3/3430	209/3424	161.7/2650
Valve gear	OHV, 2 valves/cyl.	OHV, 2 valves/cyl.	DOHC, 4 valves/cyl.
Max turbo boost, psi	55	55	45
Horsepower (est.)	925	900	780
Redline	Classified	10,700	13,800

Historically, the U.S. Auto Club (USAC), which sets the specs for the Indy 500 but not the rest of the PPG Indy Car Series, has given advantages to pushrod engines using Detroit production-line dimensions. Recent rules gave turbocharged stock-blocks a 0.78-liter-larger displacement (3.43-liter instead of the 2.65 allowed turbocharged four-cam, four-valve engines) and 10 more pounds of turbo boost. (The 6.0 liters allowed naturally aspirated pushrods isn't enough to offset their bulk and weight.) Though engines like the stock-dimensioned, iron-block 90-degree-V-6 Buicks were heavier and larger than four-cams, they made as much as 100 to 150 more horsepower, peaking at 825 this year. Stock requirements were eliminated starting with the '93 race partially because stock blocks needed specially built chassis, but also because USAC hoped to encourage U.S. companies to tackle the British engine monopoly, which has won every Indy 500 since '78.

Exploiting the rule, the pushrod Mercedes, which propelled Al Unser Jr. to the pole and race victory, has a 72-degree V angle, narrower than the 82-degree V of the four-cam Ilmor Chevy Indy V-8 "D" used by Penske in other '94 PPG Series events (where pushrods don't enjoy extra boost). This helps make the Ilmor Mercedes the narrowest current Indy engine by 1.8 inches, critical in improving aerodynamics. The narrow V may also help shorten the Mercedes' pushrods; speculation says they're no more than a couple of inches long. While some pit wags guessed that the Mercedes made 1000 horsepower, we figure 900 to 950 is more likely. The four-cam opposition pumps out between 740 to 810 horsepower. Perhaps more significant, the Mercedes produces enough extra torque to require a stronger transaxle than the Ilmor D, which is rated at 360 pound-feet of torque at 8500 rpm. The engine shares nothing with production Mercedes engines.

Ilmor, which now has seven consecutive Indy wins, wasn't the first to start work on a bespoke pushrod Indy engine. Beginning almost two years earlier was a small U.S. racing team, Greenfield Racing, with another, Menard Racing, following close behind. Also, Chevrolet commissioned construction of a purpose-built pushrod Indy V-8, though it reportedly retains stock V angle and bore centers, unlike the others. The Greenfield first ran last July, almost simultaneously with Ilmor beginning design work on its pushrod, a coincidence Oliver Stone could write a full-length motion picture around. Though it didn't qualify for the race, only the Greenfield made it to the Speedway; Menard ran renamed Buick V-6s, and the Chevy never left the dyno.

Menard would say little more than its engine sports a 72-degree V angle

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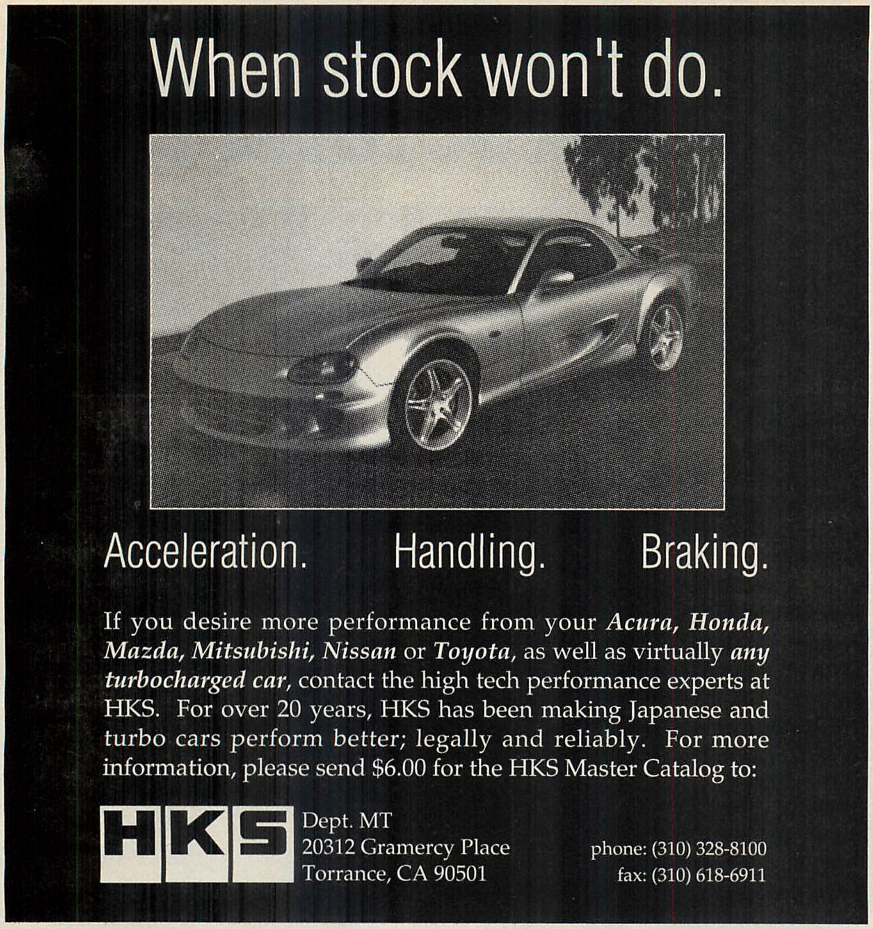
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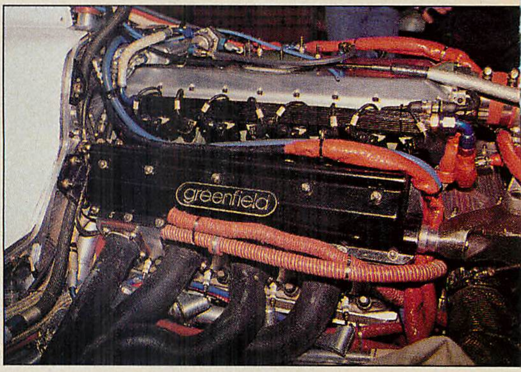
like the Mercedes. However, Peter Greenfield was quite open about his effort. Greenfield, a successful Long Island manufacturer and accomplished semi-pro racer, began work on his engine when race-driving son Michael was attempting to make the jump from Indy Lights into Indy Cars. He saw that only the top teams had access to the latest engines, a situation that's changed little.



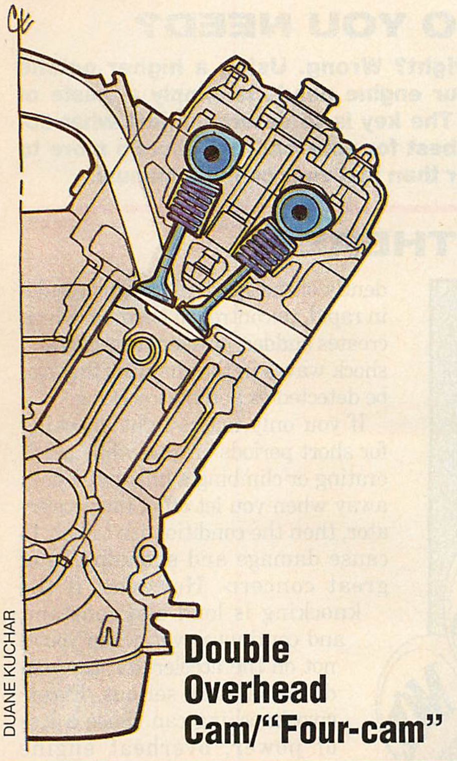
RON McQUEENEY

The computer says the Greenfield GC209T pushrod engine could run to 13,000 rpm, but the little team doesn't have the resources to risk a blow-up.

"I decided if we were going to race Indy Cars, we weren't going to do it to fill the field," said Greenfield. With assistance from, at first, Mike Fanning and, later, son Douglas, an engineer, Greenfield designed and largely built the Greenfield GC209T. It has a 90-degree V, a selection Greenfield regrets.

"Its frontal area is as small as a Chevy A (the first Ilmor Indy engine), but the competition has gotten much smaller since we started work," he said. "When we do it again, we'll do it differently." The GC209T uses a specially cast-aluminum block with a 3.750-inch bore and a 2.365-inch stroke. Greenfield explained, "The computer says it should be good for 13,000 rpm, but since I don't have the resources to blow one up, I've only taken it to 10,700, though 11,500 isn't out of the question." However, he refused to reveal horsepower figures or cite specific valvetrain dimensions.

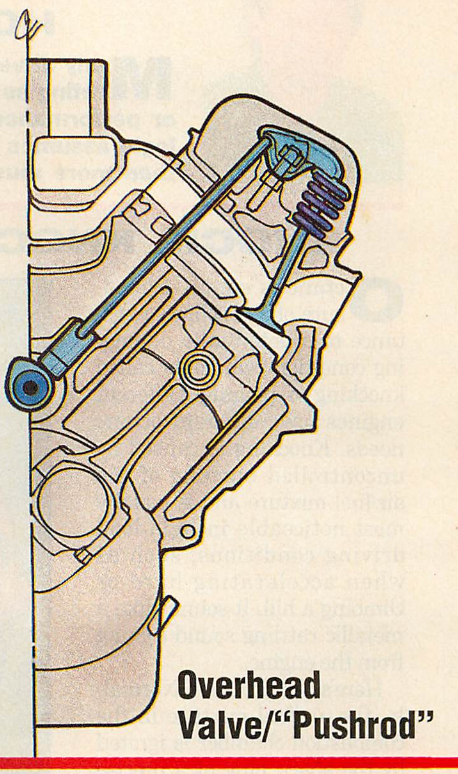
If USAC rules remain unchanged, expect a renewed interest in pushrod valvetrain technology, with Cosworth, Honda, Toyota, and others forced to build high-dollar, retro-tech engines for one race a year, the most important race of all. **MT**



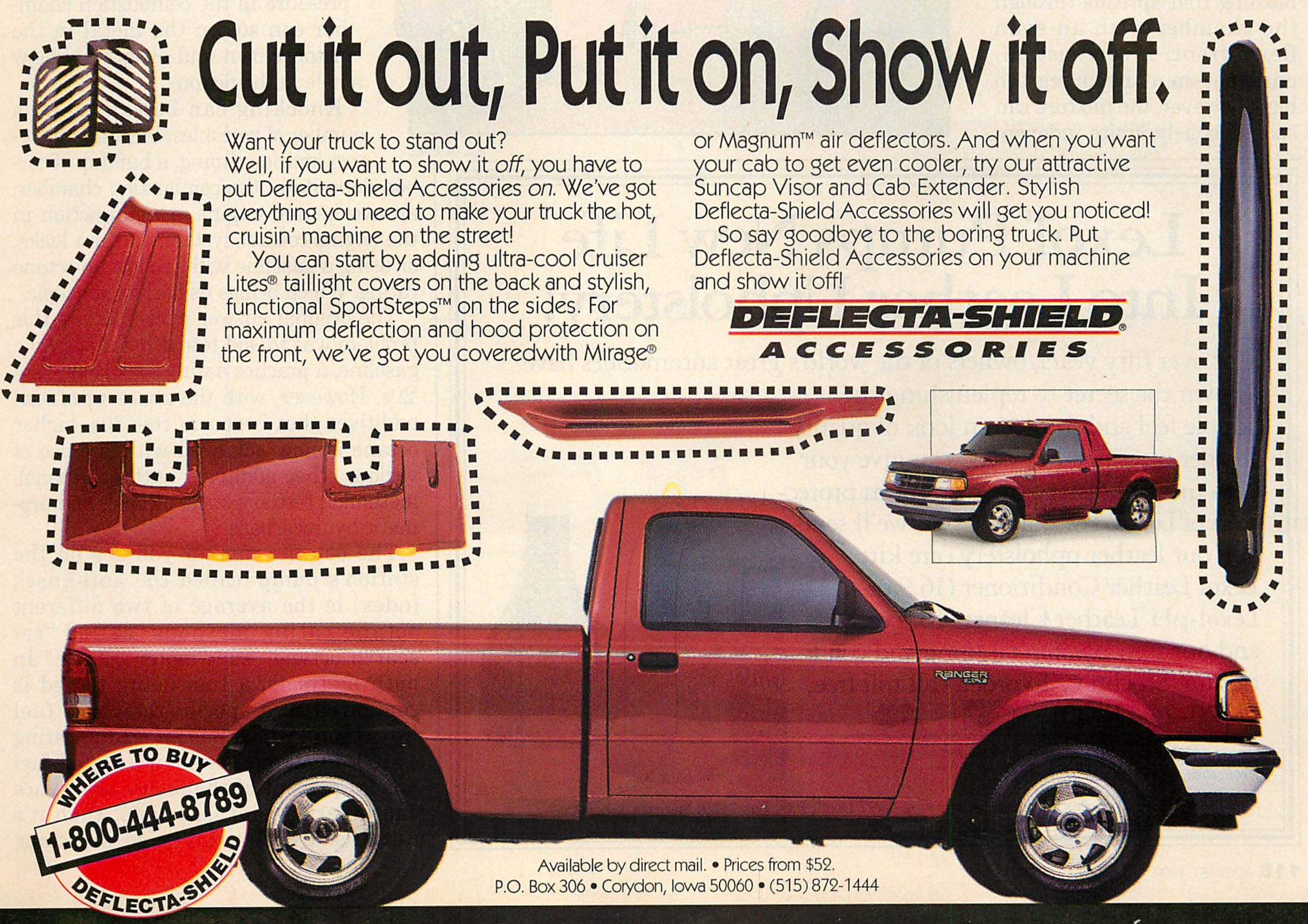
DUANE KUCHAR

Double Overhead Cam/"Four-cam"

For liberal arts majors baffled by the pushrod versus overhead cam Indy engine controversy, here's a quick primer. The dispute revolves around how an engine's valves are opened. Double overhead camshaft (DOHC) engines (left) locate their cams in the cylinder head. (DOHC V-8s have four cams; a pair above each head.) This reduces drivetrain mass, which helps improve efficiency, allows higher rpm limit and wilder cam profile, and makes freer-breathing four-valve per cylinder configuration easier to build. Penalties include higher-cost and complexity. With overhead valve (OHV) or pushrod engines (right), a single in-block camshaft operates all an engine's valves through pushrods and rocker arms. For Indy racing, a pushrod's advantage is the extra displacement and turbo boost permitted by the rules.



Overhead Valve/"Pushrod"



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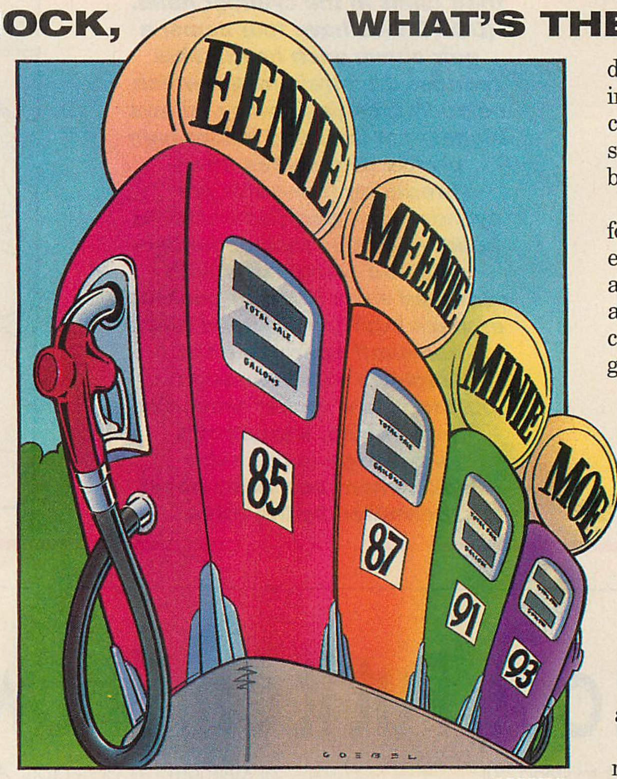
CAR CARE

BY RIK PAUL

HOW MUCH OCTANE DO YOU NEED?

Many drivers think of a gasoline's octane rating as a measure of the fuel's quality or performance potential. A common line of logic assumes that if a little octane is good, then more must be better. After all, it costs more, right? Wrong. Using a higher octane than your engine needs is simply a waste of money. The key is to determine just what octane is best for your car, and there's more to consider than just your owner's manual.

KNOCK, KNOCK, WHAT'S THERE?



JOE GOEBEL

Octane is simply a measure of a gasoline's resistance to a potentially damaging condition commonly called knocking or pinging. Different engines have different octane needs. Knocking is caused by uncontrolled burning of the air/fuel mixture and is usually most noticeable in high-load driving conditions, such as when accelerating hard or climbing a hill. It sounds like a metallic rattling sound coming from the engine.

Here's the problem. Normally, the air/fuel mixture in the combustion chamber is ignited by the spark plug at a precise time in the engine cycle. This creates a smooth, controlled burning that spreads through the chamber with an even flame front. If combustion-chamber heat becomes too high, however, the mixture can spontaneously ignite independently of the spark plug. This results in rapid, uncontrolled burning, which creates sudden pressure changes and shock waves in the chamber that can be detected as audible knocking.

If you only notice light knocking for short periods of time while accelerating or climbing a hill, and it goes away when you let off of the accelerator, then the condition isn't likely to cause damage and shouldn't be of great concern. However, if the knocking is loud and constant, and continues even when you're not on the accelerator, the condition is more serious. Excessive knocking can cause a loss of power, overheat engine parts, and if left unchecked, result in engine damage. In extreme cases, the high heat and pressure in the combustion chamber can soften the metal in the piston crown and eventually blow a hole in the piston.

Knocking can be caused by a number of variables, including incorrect ignition timing, a buildup of carbon deposits in the combustion chamber, an overheated engine, a malfunction in the engine-control system, vacuum leaks, or using a gasoline with too low an octane rating. Which brings us back to our topic.

The original answer in combatting this problem was to add tetraethyl lead to the gasoline, a practice dating back to the late '20s. However, with the phaseout of lead additives that began in the '70s, higher octane is now achieved with the use of various other additives, such as ethanol, methanol, tertiary butyl alcohol, and aromatic hydrocarbons.

The octane number you see on the station's pump (called the anti-knock index) is the average of two different octane rating methods, called "research octane" and "motor octane." In both methods, a fuel being tested is compared to a special reference fuel (isooctane), which has an octane rating of 100. In simple terms, if a tested fuel has 90 percent of the knock resistance characteristics of isooctane, then it's rated as 90 octane. Likewise, an octane

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rating of 87 means the fuel has 87 percent of the knock resistance of isooctane.

The difference between the research and motor methods lies in some of the parameters used in the testing, such as intake air temperature, engine speed, and ignition timing. According to Chevron, the research method predicts the relative performance of gasolines under low-speed, mild knocking conditions. The motor method correlates more closely with high-speed, high-temperature conditions and part-time throttle use. As a result, the research method typically results in ratings six to 10 points higher than the motor method. To arrive at the single anti-knock index found on station pumps [designated as (R+M)/2)], the results of the two methods are averaged together.

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The general rule of thumb in choosing an octane level is to use the lowest (least-expensive) grade you can that will prevent knocking in the most demanding conditions in which you drive. In other words, if your car runs fine on 87 octane gas, with no signs of knocking, then that's all you need. Using a higher octane level is simply wasting money. For a vehicle with a 20-gallon capacity, the difference between regular and premium gas can be as much as $5 per tankful.

How do you determine which octane is best? Your starting point should be the recommended octane level for your specific model, which is listed in your owner's manual. Nevertheless, the exact octane level your car needs can vary, depending on the circumstances. In fact, the true octane requirements of identical engines used in the same model line can vary by as much as 10 numbers, just because of differences in engine tolerances and production-line variances.

There are other conditions in which octane needs can vary. At altitude, the thinner air can create a richer air/fuel mixture, which lowers an engine's octane requirement. In this case, a car that's recommended to run on premium may be able to run on a lower grade. Conversely, when towing a heavy trailer or putting some other kind of heavy load on the engine, a car may need a higher octane, due to the extra engine heat generated.

In addition, as a car accumulates mileage, its octane requirement will usually increase, as well. This is due to the accumulation of carbon deposits in the combustion chamber. These deposits increase the effective compression ratio (and therefore pressure) plus retain heat, which increases the chamber's overall temperature; both effects make knocking more likely. After the first 10,000 to 15,000 miles, these deposits reach a point of equilibrium. But by this time, the octane requirement often has risen by as much as 5 to 10 points.

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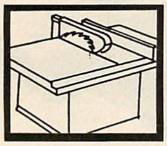

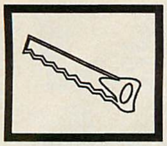

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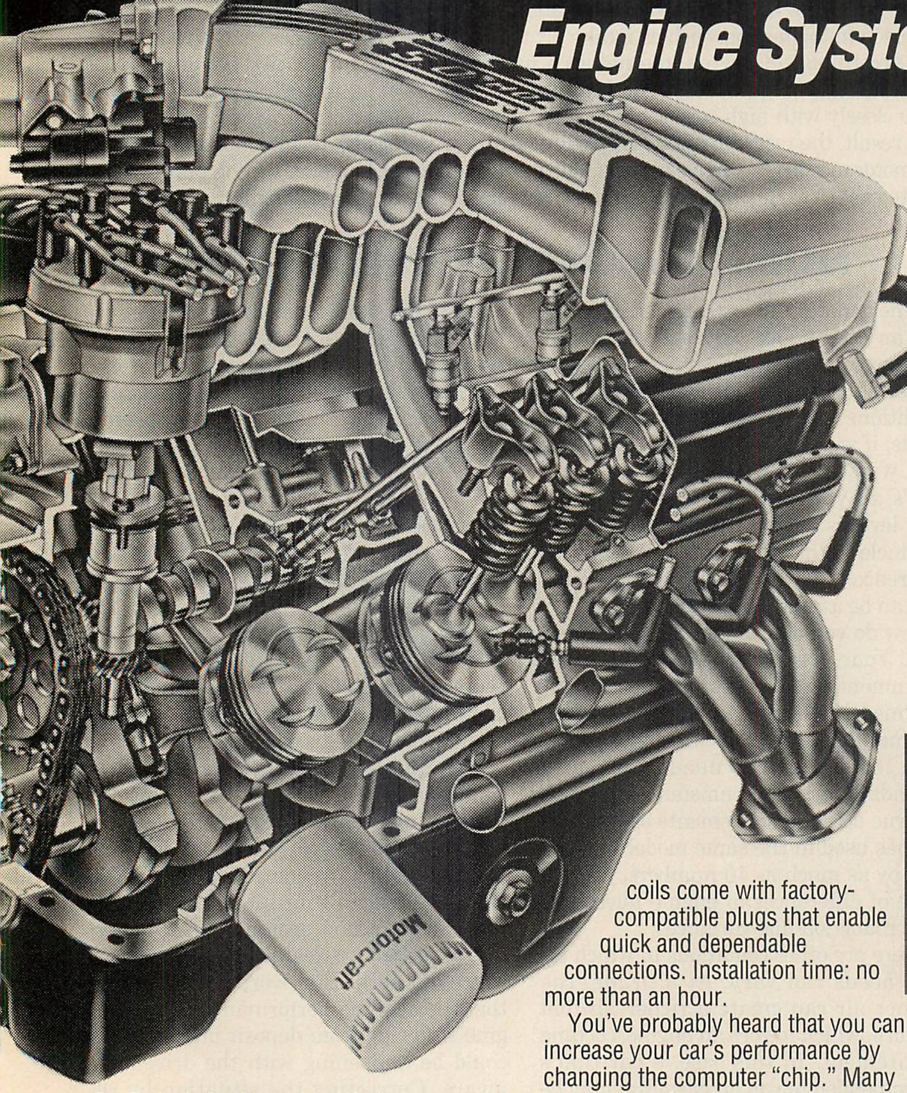

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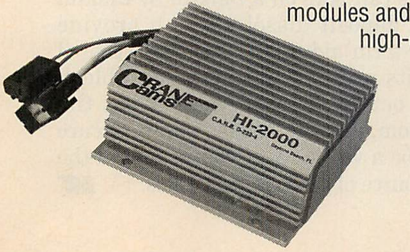

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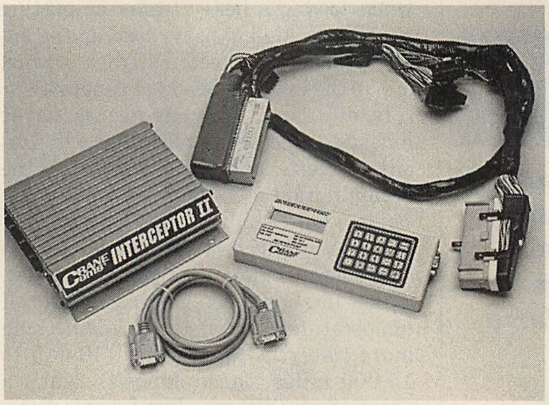

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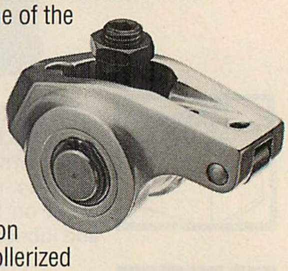

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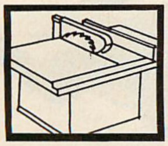

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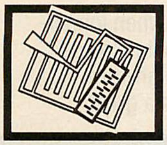

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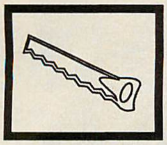

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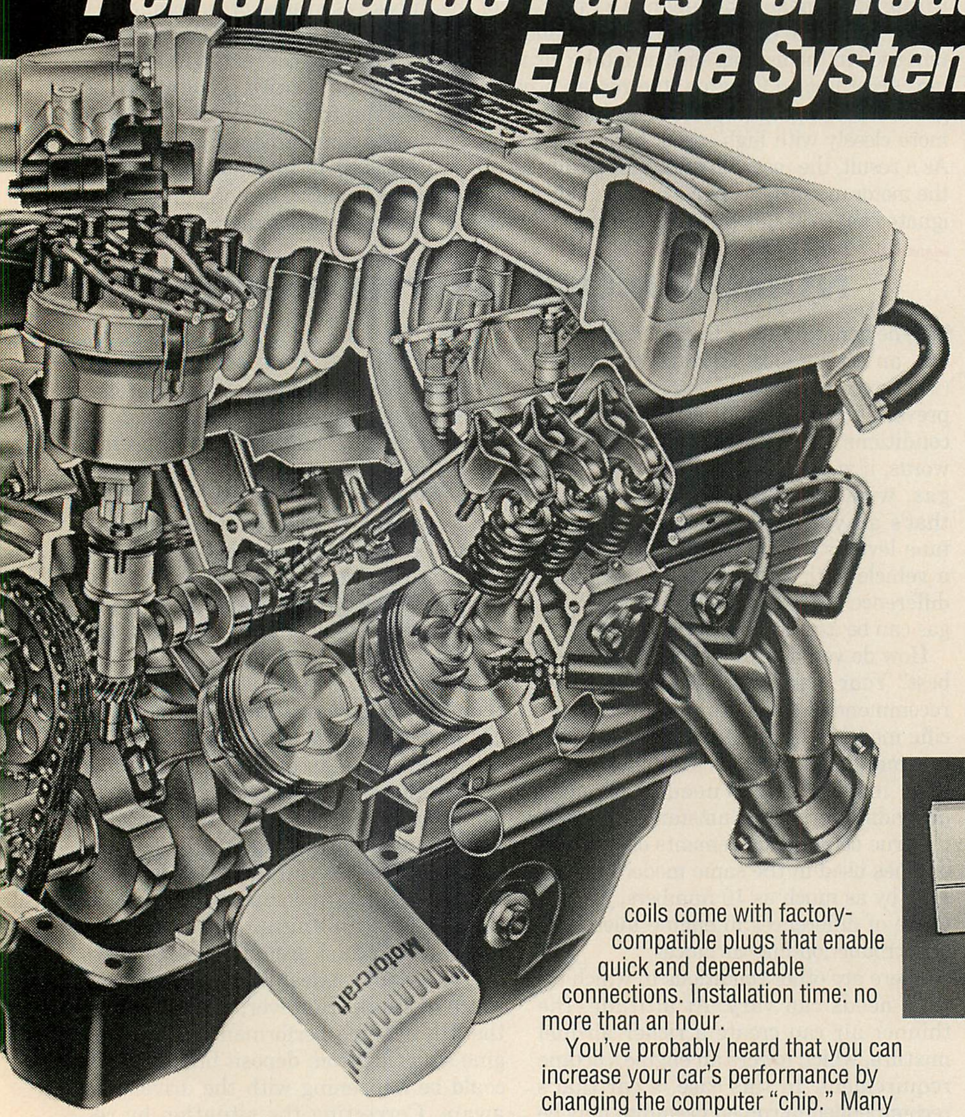
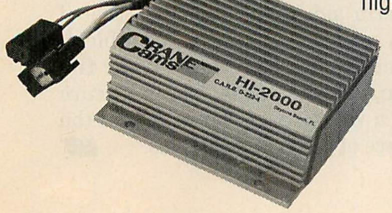


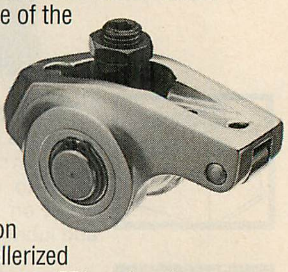
Unlock the full potential of your performance car with Crane Cams' bolt-on performance parts. With a few hand tools and Crane's high-tech yet easy-to-install components, you can transform your Mustang or Camaro V8 from an also-ran to the leader of the pack. **Take, for example, Crane Cams' high-intensity ignition modules** that utilize a sophisticated logic circuit and computer chip to monitor ignition requirements, control coil current, and extend dwell at high rpm, delivering 25% more spark energy to the spark plug. Both Crane electronic ignition modules and high-output coils come with factory-compatible plugs that enable quick and dependable connections. Installation time: no more than an hour.



You've probably heard that you can increase your car's performance by changing the computer "chip." Many companies offer these replacement chips, but **only Crane Cams offers for Mustangs the Interceptor II**, an add-on tuneable computer that allows you to easily adjust the air fuel mixture and total timing. The Interceptor II selectively intercepts signals from the stock ECU and changes them before they reach the engine. Adjustments are made using a hand-held keypad that lets you program and monitor changes without a laptop computer. Installation is fast and easy and can be handled in less than an hour from start to fire-up and go.

Crane Cams
INTERCEPTOR II

Another easy bolt-on with big results is Crane's roller fulcrum rocker arms. The source of one of the largest parasitic drags in a modern engine is valvetrain heat producing friction. You can add 15hp just from the reduction in friction with rollerized rocker arms and up to 25hp when longer-than-stock ratios are used that increase valve lift and your engine's high-rpm breathing capabilities. This is a great Saturday-afternoon project.



Crane Cams
CompuCam 2000
Performance Camshaft Kit For Computer-Controlled Engines

For those do-it-yourselfers who really want to unleash the performance of your computer-controlled V8, **Crane's CompuCam 2000 series of replacement camshafts can add up to 70hp and 75 lbs.-ft. of torque.**

Crane has hundreds of street-legal bolt-ons for just about any vehicle imaginable. For more information on Crane's complete lineup of performance equipment, please send $5.00 for catalog to:

CRANE CAMS
530 Fentress Blvd.,
Daytona Beach, FL 32114
904-258-6174

CRANE Cams®

THE MOTORIZED WORLD

OF LEON KAPLAN

Leon Kaplan hosts a show on 790 AM KABC Talk Radio in Los Angeles. Write to: The Motorized World of Leon Kaplan, *Motor Trend* magazine, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515.

Q My mom has a problem with her '85 Volvo 240 DL station wagon. When she shifts from park to drive, there's a grinding noise, and the car hesitates then lurches ahead. We'd like to keep the car if we're not in for a costly repair.

Steven W. Driscoll
Richardson, Texas

A Since the gears inside the transmission aren't actually changing, the hydraulic system may be causing the problem. Check that the transmission filter isn't partially plugged or restricted. Bad transmission seals also can cause the noise you describe, especially when the transmission is cold. I recommend a thorough transmission service, including removal of the pan, changing or cleaning the filter, and replacing the fluid. Before you do anything, however, be sure you've checked the fluid level (with the engine warm and set in park).

Q I have a '91 Mercury Cougar with a 5.0-liter engine, automatic transmission, and 12,000 miles. It's been having transmission problems. The car downshifts with a pronounced thunk. I've been told it's normal. I don't think so.

Milton Nixon
Southern Pines, N.C.

A Several areas need to be checked. If the engine is idling too fast, you'll notice the thunk. You could have a problem with the kickdown or throttle valve rod/cable. If it's bent or sticking, you'll notice a problem with upshifting as well as downshifts. Have a clutch pressure test done. This will determine whether the pressure inside the transmission is correct. If the pressure is too high, you'll feel the thunk.

Q I have a problem with my '88 Ford Mustang 5.0-liter. After driving for a while, I stopped, turned off the engine, and found that it wouldn't restart. It seemed as if the battery was dead. First my technician replaced the starter. Then I had a new battery installed. (His equipment showed that my battery was only putting out 10.5 volts.) Now it's happening again. However, after five minutes or so, it will usually restart. The technician says everything checks out okay. I'm afraid of being stranded and believe there's something wrong.

Robert E. Smith
Calimesa, Calif.

A I think the problem is the starter solenoid. This is a device that requires electrical current to engage the starter motor. The heat from your engine can cause the solenoid to fail. Also, the solenoid may not be

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THE MOTORIZED WORLD

getting the 12 volts necessary to operate. I've seen high resistance in the ignition-switch wiring cause a drop in voltage of 4 to 8 volts, preventing the solenoid from functioning. Have an electrical specialist check it with a volt meter.

Q My '91 Dodge Stealth ES with a five-speed manual transmission has shifted poorly since I bought it. Several warranty visits to my dealer haven't helped. It can be difficult shifting into reverse or any gear at times.

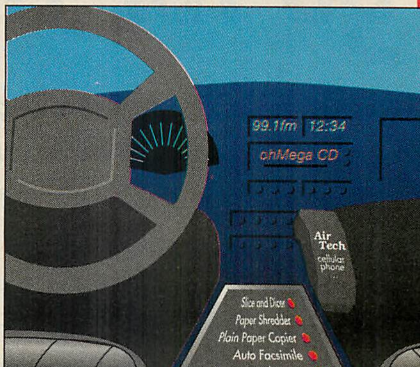
Don Detonancour
Idaho Falls, Idaho

A Dodge has issued a repair bulletin for this and suggests installing, when necessary, a friction modifier in '91 and '92 Stealths. The problem is the transmission synchronizer and gear taper cone aren't sliding into each other smoothly. This is a close tolerance. Change the fluid and find a dealer who'll install the modifier. *MT*

Leon's Motoring Tip of the Month

What an exciting time for those of you who make your living out of your car. There are so many aftermarket accessories you can add to your "company on wheels." Remember when the only gadget you could run was an electric shaver plugged into your cigarette lighter? Now you can add everything from alarm systems to fax machines, along with your telephone, of course. However, you may have noticed a difference in the way your vehicle is running now that you've tapped into your car's electrical system.

I've seen instances where, especially in late-model computerized cars, the "black box" has picked up the radio frequency signals from aftermarket accessories and affected a vehicle's idle and acceleration. These mystery signals can result in an engine power surge. Check with your accessory installer if your car suffers from these symptoms.



ARROYO DESIGN

INVESTMENTS

EDITED BY ROBERT J. GOTTLIEB

WANNA BUY A USED RACE CAR?

One of the fastest-growing segments of the vintage-car hobby is classic racing cars. The history and excitement of these wheeled warriors have made them a major draw for enthusiasts whose interests span everything from Formula One, Can-Am, and even dirt-track cars, to classic sports cars.

Vintage Motorsport covers all aspects of vintage automobile racing. Articles cater to anyone who owns, races, restores, or is just plain interested in classic racing cars. The May/June '94 issue completed a five-part series on the magnificent Chaparrals of Jim Hall. Written by Pete Lyons, the series was both informative for the newcomer and splendidly nostalgic for those who remember when such cars were brand-new. Especially exciting was the wealth of photographs of these advanced and innovative racing machines—including the infamous vacuum car. With the July/August '94 issue, Lyons begins with a six-part exploration of the history of the original Can-Am series. If old sports and racing cars are a hobby of yours or of someone you know, we recommend a look at *Vintage Motorsport*.

For a current copy, visit a local newsstand or contact Vintage Motorsport, P.O. Box 2895, Lakeland, FL 33806-2895; 800/626-9937.

JUST THE FACTS

So you're thinking of buying a classic automobile? Maybe you already know which car it's going to be. Is it a perfect '69 Camaro ragtop with a 350- or 375-horse 396? Or maybe you're looking for a '56 Porsche 356A coupe in reasonable condition, but in need of your own brand of tender loving care. How much should you expect to pay for these cars? Regardless of the exact details of your particular dream, there's new information source available that may save you both time and money. This May, Vehicle Market Research International (VMR) of North Grafton, Maryland, launched its newest publication, *Collector Car & Truck Prices*. The new book is published bimonthly.

Printed in an easy-to-use format, *Collector Car & Truck Prices* reports current market values for some 10,000 postwar cars and light-duty trucks. The guide features listings of standard engine and transmission configurations as well as a host of available options and accessories. The option lists includes an adjustment percentage of value or deduction for each applicable feature. In addition, vehicle values are presented in five condition grades from excellent to poor.

According to Publisher John Iafolla, the guide currently utilizes a 70,000-vehicle database compiled from auction, classified, and general sales information. "We expect that in the coming

KRUSE INTERNATIONAL'S AUCTION UPDATE

The following are the top sales and bids from Kruse International's Auburn Spring MotorFair, Auburn, Ind., May, 1994

TOP SALES

Vehicle	Price
'25 Duesenberg Boatail roadster	$71,070
'69 STP Gerhardt-Plymouth Indy race car	$56,650
'84 Skoal Bandit March Indy race car	$49,183
'57 Cadillac Eldorado Biarritz	$44,805
'36 Cadillac Fleetwood	$39,655
'40 Ford convertible	$30,179
'55 Buick Roadmaster convertible	$24,205
'46 Lincoln V-12 convertible	$22,918
'71 Mercedes-Benz 280SL roadster	$21,115
'65 Ford Mustang GT convertible	$19,570

TOP BIDS

Vehicle	Price
'29 Duesenberg J LeBaron LWB limousine	$798,250
'64 Porsche 904 Carrera GTS	$206,000
'86 Newell Motorhome/Roger Penske	$190,550
'33 Packard SS Phaeton	$157,075
'33 Packard Sport Phaeton	$154,000
'92 Duesenberg Torpedo Phaeton replicar	$144,200
'64 AC Cobra 289	$129,780
'38 Packard Formal sedan	$128,750
'38 Packard convertible 4-door	$128,750
'64 Porsche Elva race car	$128,750

For more collector-car information, contact: Kruse International, 5400 County Road 11-A, Auburn, IN 46706; 800/968-4444

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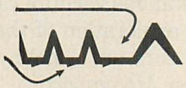

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INVESTMENTS

months the coverage and details will be revised, updated, and expanded," says Iafolla. VMR has an extensive record in the collector automotive research field and also publishes *Value-Track and VMR Used Car Prices*.

For additional information, contact *Collector Car & Truck Prices*, VMR International, Inc., 41 N. Main St., North Grafton, MA 01536; 800/867-4685.

AUCTIONS, SHOWS, RACES, AND RALLIES

July 9-10: Newport '94, Collector Car Auction Hyatt Newporter Hotel, Newport Beach, Calif. World Classic Auction & Expo Co., 510/736-0695; Kruse International, 800/968-4444.

July 15-17: Chryslers at Carlisle, Car Corral, Swap Meet and Show, Carlisle Fairgrounds, Carlisle, Penn. Carlisle Productions, 717/243-7855.

July 17: Pomona Swap Meet and Car Show, L.A. County Fairgrounds, Pomona, Calif. George Cross & Sons Inc., 714/544-7004.

July 22-24: Chicago Historic Races, Road America, Elkhart Lake, Wis. Chicago Historic Races, 312/829-7065.

July 23-24: Syracuse '94 Auction, Cayuga County Fairgrounds, Weedsport, N.Y. Kruse International, 800/968-4444.

July 24: Missoula Collector Car Auction, Caras Park, Missoula, Mont. Silver Auctions, 800/255-4485

July 29-31: Summer Carlisle '94 Collector Car Market, Carlisle Fairgrounds, Carlisle, Penn. Carlisle Productions, 717/243-7855.

Aug. 5-6: Vintage/Historic Races Lime Rock Park, Lime Rock, Conn., Vintage Sports Car Club of America, 516/248-6237.

Aug. 5-7: Sunbeams of the West Car Concours and Rally, Solvang, Calif., 714/540-0225; 818/705-5791.

Aug. 5-7: Hot August Nights Collector Car Auction, Reno/Sparks Convention Center, Reno, Nev. Silver Auctions, 800/255-4485.

Aug. 12-13: 23rd Annual Nurburgring Vintages Races and Sports Car Auction Nurburgring, Germany. Kruse International 800/968-4444.

Aug. 13: Tacoma Model-T Tour (all antique cars welcome) Tacoma, Wash. Keith McGowan, Tacoma Model-T Club, 206/841-1126. MT

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SWM, 5'10", 185, artistic, born again christian, spiritual, recovering, seeks attractive, fun loving person for dating/relationship.
☎ /81032

I AM YOURS
The best thing to come your way. Maybe. You decide. I am 40+, you are 30+. No drugs. I am divorced, you are whatever. Maybe we should meet.
☎ 21060

I NEED LOVE
SWM, 21, I'm , honest, loving, caring & a total gentleman. I would like a mature older woman who would like to be a part of my life.
☎ /81305

IN SEARCH OF SWF, 23-33,
ew in area. I am 5'10", brown hair, blue eyes,
50 lbs. World-traveler, now I want to settle in
iami. Fun, free spirit, like traveling. Profes-
nal looking for friendship or maybe more.
rds cannot decsribe me. If words cannot
cribe you, then we should meet.
☎ 20680

ERESTED INTELLIGENT YOUNG LADY
leman in mid 40's wishes to date attrac-
oung lady age 18-27, for friendship, rela-
hip and nice evenings.
☎ /20161

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VENTUROUS GENTLEMAN,
arshed appearance, great sense of hu-
est, health conscious, 40, attractive,
former world traveller, who is a giver
ker. Enjoys fun, romance, dining,
roncing and romantic evenings. Prefer
dyHispanic lady, beautiful, slim, model
nt unimportant, to share fun and ro-
ngovies, dining, pets and traveling a
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☎ 21347

☎ 21325

LOOKING FOR LOVE
WM 22, Brown/Hazel, seeks Black F 21-34. I enjoy traveling, going to the beach and quiet nights together. Seeks long term relationship.
☎ /20554

LOOKING FOR THE REAL THING
SWM, honest, sincere, sensitive. Wanted: petite, upbeat, outgoing, real woman, long full hair, 18-36, who enjoys candlelight, romantic dinners and long exciting desserts. N/S.
☎ 20672

LOOKING FOR THE REAL THING
SWM, honest, sincere, sensitive, loves alternative sex. Wanted: petite, upbeat, outgoing, real woman, long full hair, 18-36, who enjoys candlelight, romantic dinners and long exciting desserts. N/S.
☎ 20672

LOST
Is a fun loving spontaneous, creative guy. Wants to be found by you!
☎ /81491

LOTS TO OFFER
SWM, 46, 5'10", 170 lbs, enjoys walks along the beach, bike riding, movies, dining out, music and good conversation. Seeks SF, N/S, honest, sincere, slender and a good sense of humor. Let's talk.
☎ 20153

LOVES COUNTRY
35, attractive WM, seeking attractive WF who likes walks on the beach, music, sports, quiet times together, & movies. Age unimportant.
☎ /80165

LOVING
Male lookin
35
to lov under

LUSCIOUS

PACKAGE DEAL —
Hair, blue eyes 185 lbs with 13 year old son desires gorgous not overweight, down to earth women to enter our lives. No drugs and Kids ok.. We love life!
☎ /81069

PLAYFUL IN PLANTATION
SJM 34yrs, 6'3", seeks pretty female counterpart to share a loving relationship. I'm honest, romantic, and have a great sense of humor!
☎ /20001

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Sincere good looking male
eyes, athletic, prof, still
Seeks slim, attractive fem
nogamous relationship.

PROFESSIONAL
BLUE EYES, BRO
trim, fun, DWM, great smile,
ness, tennis, jogging, club da
theatre, travel. Seeks slim, p
who enjoys same, for dating and fun times.
☎ 20979

PROFESSIONAL WITH
Handsome 34 yr old SWM, 5'9
enjoys dining out, movies, tra
honest, kind hearted, leads active lifestyle.
☎ /80186

/20296

SJM
Wants to meet a petite nice girl
looking age 54.
quired. Good
☎ /20355

SLEEPY BEAR
wants to come out of winter hibernation! Needs 25-33 year old lady to thaw me. I enjoy quiet evenings at home, films, dining, golf, beaching it. Need sensitive, secure, attractive girl who can warm me up this winter.

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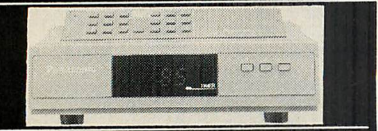

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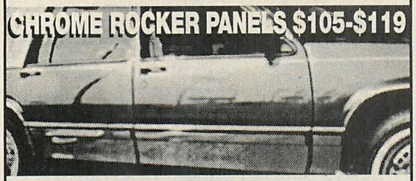

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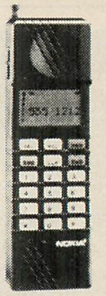

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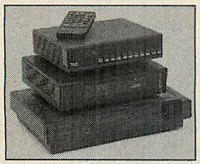

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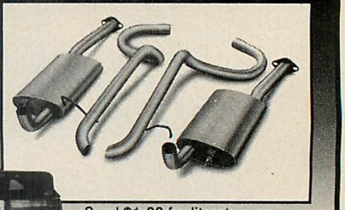

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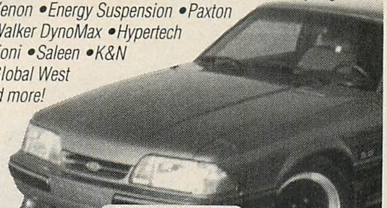

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Ford Escort LX Wagon/'93	11/93(c)	7070	$10,357/$12,895	1.9 I-4/4A/fwd	88/4400	108/3800	12.8	19.1/72.9	170	.75	58.0	25/33
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Suzuki Sidekick JX/'93	5/93(c)	7043	$12,399/$12,719	1.6 I-4/5M/4wd	80/5400	94/3000	13.9	19.3/68.4	147	.74	58.7	25/27
Toyota Paseo/'91	7/91(c)	5008	$10,000/$12,000	1.5 I-4/5M/fwd	100/6400	91/3200	10.0	17.3/80.6	134	.87	66.9	28/34
$15,000 - $20,000												
Acura Integra GS-R/'94	12/93(c)	7071	$19,440/$19,894	1.8 I-4/5M/fwd	170/7600	128/6200	7.3	15.6/92.0	130	.84	67.0	25/31
Chevrolet Beretta Z26/'94	3/94	2326	$15,310/$17,371	3.1 V-6/4A/fwd	160/5200	185/4000	9.0	16.8/82.3	130	N/A	65.9	20/28
Chevrolet Camaro Z28/'93	8/93(c)	7052	$16,779/$19,759	5.7 V-8/6M/rwd	275/5000	325/2400	5.8	14.4/97.9	120	.86	66.1	17/25
Chevrolet Monte Carlo/'95	6/94	2335	$18,970/$19,495	3.4 V-6/4A/fwd	210/5200	215/4000	7.8	16.0/88.7	139	.82	61.3	17/26
Chevrolet S-10 SS/'94	2/94	2323	$10,790/$16,377	4.3 V-6/4A/rwd	195/4500	260/3600	7.9	16.1/85.0	140	.79	60.1	17/24
Chrysler Concorde/'93	11/92	1571	$18,341/$21,141	3.5 V-6/4A/fwd	214/5800	221/2800	8.7	16.2/86.1	146	.80	61.2	18/26
Dodge Ram Laramie SLT/'94	12/93	2316	$14,389/$18,963	5.2 V-8/4A/rwd	220/4400	300/3200	10.0	17.4/81.8	146	.74	57.7	13/17
Eagle Summit AWD Wagon/'92	3/92(c)	6004	$13,469/$15,590	2.4 I-4/5M/awd	116/5000	136/3500	11.0	17.9/76.1	150	.72	57.6	19/24
Ford F-150 Flareside Pickup/'92	1/92(c)	5015	$14,776/$19,189	5.7 V-8/4A/rwd	200/3800	300/2800	9.4	17.1/80.4	155	.75	53.7	12/16
Ford Mustang GT/'94	1/94	2318	$17,280/$21,810	5.0 V-8/5M/rwd	215/4200	285/3500	6.9	15.7/88.5	125	.83	66.7	17/24
Ford Ranger Splash/'93	8/93(c)	7052	$12,175/$16,885	4.0 V-6/4A/rwd	160/4200	225/2400	8.7	16.6/81.4	154	.84	62.9	17/22
Ford Ranger Supercab STX/'93	8/93(c)	7053	$16,535/$18,905	4.0 V-6/5M/4wd	160/4200	225/2400	10.0	17.4/78.4	158	.72	56.8	18/24
Ford Tempo GLS/'92	4/92(c)	5020	$12,776/$15,371	3.0 V-6/3A/fwd	135/5500	150/4200	10.2	17.6/78.2	137	.84	65.7	20/24
Geo Prizm LSi/'93	7/93	2305	$10,195/$15,575	1.8 I-4/4A/fwd	115/5600	115/4800	10.7	17.7/78.4	143	.81	58.6	26/33
Honda Civic EX Sedan/'94	5/94(c)	7083	$15,740/$16,157	1.6 I-4/5M/fwd	125/6600	106/5200	8.8	16.8/83.4	131	.78	62.0	29/35
Honda Civic del Sol Si/'93	8/93(c)	7052	$15,320/$16,877	1.6 I-4/5M/fwd	125/6600	106/5200	8.8	16.8/82.9	141	.82	63.7	29/33
Honda Civic del Sol VTEC/'94	1/94(c)	7074	$17,500/$18,868	1.6 I-4/5M/fwd	160/7600	111/7000	8.0	15.9/86.9	132	.84	66.6	26/30
Isuzu Impulse RS/'92	9/92(c)	5075	$15,679/$18,478	1.6 I-4 T/5M/fwd	160/6600	150/4800	7.7	15.8/87.4	116	.86	64.2	22/28
Isuzu Rodeo 4WD/'93	8/93(c)	7052	$17,899/$19,828	3.2 V-6/5M/4wd	175/5200	188/4000	9.9	17.2/77.9	153	.67	57.2	17/19
Isuzu 4x4 Pickup/'93	8/93(c)	7053	$13,489/$16,683	3.1 V-6/5M/4wd	120/4400	165/2800	11.1	18.0/73.9	149	.72	60.1	15/19
Mazda Miata/'94	1/94(c)	7074	$16,450/$19,430	1.8 I-4/5M/rwd	128/6500	110/5000	9.7	17.0/81.3	128	.86	66.8	22/27
Mazda MX-3 GS/'92	3/92	2167	$13,800/$15,650	1.8 V-6/5M/fwd	130/6500	115/4500	8.5	16.3/85.2	134	.87	65.9	23/28
Mazda Navajo/'91	1/91(c)	5001	$17,560/$19,970	4.0 V-6/4A/4wd	155/4200	220/2400	10.4	17.6/77.2	171	.64	54.6	15/20
Mitsubishi Eclipse GS/'95	6/94	2336	$16.500/$19.800	2.0 I-4/5M/fwd	140/6000	130/4800	9.0	16.6/85.2	127	.85	67.5	22/32
Mitsubishi Expo LRV Spt./'92	3/92	2168	$11.989/$15.740	1.8 I-4/5M/fwd	113/6000	116/4500	10.2	17.4/80.1	136	.72	59.2	26/37
Mitsubishi Expo SP/'92	3/92(c)	6004	$15.209/$17.916	2.4 I-4/4A/fwd	116/5000	135/3500	11.9	18.6/74.8	141	.70	57.3	23/35
Mitsubishi Galant LS/'93	8/93(c)	7052	$13,600/$19,800	2.4 I-4/4A/fwd	141/5500	148/3000	9.4	17.2/83.6	140	.79	61.9	22.28
Nissan Altima GXE/'94	5/94(c)	7081	$15,684/$17,264	2.4 I-4/4A/fwd	150/5600	154/4400	9.4	16.9/81.6	146	.79	63.5	21/29
Nissan Quest XE/'93	8/93(c)	7052	$17,795/$19,920	3.0 V-6/4A/fwd	151/4800	174/4400	11.4	18.3/76.6	161	.73	57.1	17/23
Nissan SE V-6 King Cab/93	8/93(c)	7053	$16,200/$19,579	3.0 V-6/5M/4wd	153/4800	180/4000	11.6	18.1/76.6	150	.70	57.9	15/19
Nissan Sentra SE-R/'93	6/93	2259	$12,645/$16,475	2.0 I-4/5M/fwd	140/6400	132/4800	7.6	15.8/88.3	128	.82	63.1	24/32
Oldsmobile Achieva SCX/'92	2/92(c)	6003	$15,200/$17,271	2.3 I-4/5M/fwd	190/6800	160/5200	8.0	16.2/86.3	134	.86	67.7	21/31
Plymouth Laser RS Turbo/'92	9/92(c)	5075	$14,811/$16,573	2.0 I-4 T/5M/fwd	195/6600	203/3000	7.1	15.0/91.4	123	.87	69.2	21/28
Pontiac Grand Am SE/'94	5/94(c)	7081	$12.614/$15.325	2.3 I-4/4A/fwd	115/5200	140/3200	11.5	18.2/76.2	140	.80	63.6	22/32
Pontiac Sunbird/'93	5/93(c)	7043	$15,403/$17,583	3.1 V-6/5M/fwd	140/4200	185/3200	9.2	16.7/82.4	133	.76	64.4	19/28
Saturn Coupe SC/'92	3/92	1085	$11,875/$15,435	1.9 I-4/5M/fwd	124/5600	122/4800	8.4	16.4/85.9	132	.88	65.6	24/33
Saturn SW2 Wagon/'93	11/93(c)	7070	$12,295/$16,225	1.9 I-4/4A/fwd	124/5700	122/4800	9.3	17.1/81.9	134	.83	60.5	24/33
Subaru Impreza LS AWD/'93	6/93	2258	$17,199/$18,639	1.8 F-4/4A/awd	110/5600	110/4400	12.1	18.8/73.6	128	.84	62.8	25/31
Toyota Corolla DX Wagon/'93	11/93(c)	7070	$12,978/$17,553	1.8 I-4/4A/fwd	110/5600	115/2800	10.8	17.9/77.4	125	.82	60.9	25/33
Toyota T100 SR5/'93	2/93	2186	$15,718/$18,958	3.0 V-6/5M/rwd	150/4800	180/3400	11.1	18.0/76.2	182	.76	59.9	16/21
Volkswagen Cabriolet/'93	5/93(c)	7043	$18,380/$19,765	1.8 I-4/5M/fwd	94/5400	100/3000	11.2	18.1/76.7	149	.85	61.9	25/32
$20,000- $25,000												
Buick Regal GS/'92	4/92(c)	5021	$19,300/$22,609	3.8 V-6/4A/fwd	170/4800	220/3200	9.0	17.0/80.4	143	.81	59.3	18/28
Buick Roadmaster/'93	4/93(c)	7036	$24,920/$27,627	5.7 V-8/4A/rwd	180/4000	300/2400	9.0	16.9/81.7	123	.77	59.5	16/25
Chevrolet Camaro Z28 Conv./'94	10/93	2382	$16,779/$24,000	5.7 V-8/4A/rwd	275/5000	325/2000	6.2	14.5/96.2	135	.84	62.6	17/24
Chevrolet Caprice Classic/'93	4/93(c)	7036	$19,995/$24,682	5.7 V-8/4A/rwd	180/4000	300/2400	8.5	16.6/83.4	133	.82	61.7	17/26
Chevrolet Impala SS/'94	6/94	2334	$21,920/$23,355	5.7 V-8/4A/rwd	260/5000	330/3200	7.1	15.4/91.1	120	.83	62.9	17/25
Chevrolet Lumina Minivan/'94	2/94	2322	$16,815/$23,161	3.8 V-6/4A/fwd	170/4800	225/3200	10.4	17.3/78.3	137	.68	58.0	17/25
Chevrolet 454 SS/'93	6/93(c)	7044	$21,240/$22,219	7.4 V-8/4A/rwd	255/4000	405/2400	7.2	15.8/84.7	143	.78	60.7	10/12
Dodge Grand Caravan LE/'94	12/93	2315	$22,783/$23,951	3.8 V-6/4A/fwd	162/4400	213/3600	11.3	18.0/76.5	155	.71	57.7	17/22
Dodge Intrepid ES/'93	1/93(c)	5068	$17,189/$23,570	3.5 V-6/4A/fwd	214/5800	221/2800	8.8	16.5/85.4	132	.77	60.7	18/26
Dodge Ram Pickup/'94	6/94	2337	$17,102/$21,022	8.0 V-10/4A/rwd	300/4000	450/2400	7.9	16.3/84.9	167	.73	57.9	13/13
Dodge Ram Van/'94	11/93	2312	$16,486/$21,423	5.2 V-8/4A/rwd	220/4400	295/3200	9.6	17.3/81.4	166	.69	51.7	13/17
Eagle Vision TSi/'93	11/92	1572	$18,341/$24,604	3.5 V-6/4A/fwd	214/5800	221/2800	9.3	16.5/84.6	139	.80	60.8	18/26
Ford Lightning/'93	6/93(c)	7044	$18,923/$22,202	5.8 V-8/4A/rwd	240/4200	340/3200	7.2	15.6/87.4	143	.84	62.2	12/17
Ford Mustang Cobra/'93	6/93(c)	7046	$18,505/$20,811	5.0 V-8/5M/rwd	235/5000	285/4000	6.0	14.6/96.5	146	.87	64.8	17/24
Ford Probe GT/'94	12/93(c)	7071	$16,015/$21,428	2.5 V-6/5M/fwd	164/6000	160/4800	7.5	15.3/87.7	117	.87	68.2	21/26
Ford Taurus LX/'94	12/93(c)	7073	$18,785/$20,355	3.8 V-6/4A/fwd	140/3800	215/2200	9.2	17.0/79.2	140	.75	61.4	19/27
Ford Thunderbird LX	2/94(c)	7077	$16,830/$20,395	4.6 V-8/4A/rwd	205/4500	265/3200	8.5	16.4/87.6	139	.78	62.1	18/25
Honda Accord EX/'94	2/94	2320	$19,750/$20,187	2.2 I-4/4A/fwd	145/5500	147/4500	8.1	16.2/85.7	125	.79	62.5	25/31
Honda Prelude Si 4WS/'92	3/92	2169	$19,520/$21,570	2.3 I-4/5M/fwd	160/5800	156/4500	7.8	15.9/88.8	133	.89	65.3	22/26
Mazda MPV/'94	7/94(c)	7085	$19,995/$23,610	3.0 V-6/4A/rwd	155/5000	169/4000	11.2	18.2/76.2	144	.70	58.6	16/22
Mazda MX-6 LS/'93	1/93(c)	5068	$18,575/$22,630	2.5 V-6/5M/fwd	164/5600	160/4800	7.4	15.7/89.3	124	.84	64.9	21/26
Mazda 626 ES/'93	1/93(c)	5068	$18,725/$21,370	2.5 V-6/5M/fwd	164/5600	160/4800	7.7	16.0/87.8	122	.79	63.7	21/26
Mitsubishi Eclipse GS-T/'95	6/94	2336	$20,500/$24,500	2.0 I-4 T/4A/fwd	205/6000	220/3000	7.4	15.5/90.3	120	.85	66.2	20/27
Nissan 240SX SE /'95	7/94(c)	7084	$20,679/$24,512	2.4 I-4/5M/rwd	155/5600	160/4400	8.3	16.1/85.6	125	.88	65.9	22/28
Oldsmobile *Silhouette*/'94	7/94(c)	7085	$21,465/$22,875	3.8 V-6/4A/fwd	170/4800	225/3200	9.7	17.2/80.1	146	.75	58.8	17/25
Plymouth Voyager SE AWD/'92	5/92(c)	5023	$18,737/$21,530	3.3 V-6/4A/awd	150/4800	185/3600	11.5	18.4/75.4	143	.75	58.4	16/20
Pontiac Bonneville SLE/'93	3/93	2181	$19.444/$23.658	3.8 V-6/4A/fwd	170/4800	225/3200	8.6	16.5/83.7	136	.81	62.8	19/28
Pontiac Firebird Formula/'94	5/93(c)	7082	$17.995/$20.015	5.7 V-8/4A/rwd	275/5000	325/2400	5.8	14.1/97.6	115	.85	66.9	17/25
Pontiac Firebird Trans Am/'93	1/93(c)	5068	$21.300/$22.265	5.7 V-8/6M/rwd	275/5000	325/2400	6.3	14.8/97.6	116	.86	63.0	17/25
Pontiac Trans Sport SE/'92	5/92(c)	5023	$16,225/$20,622	3.8 V-6/4A/fwd	165/4300	220/3200	10.8	18.4/75.4	150	.72	59.4	17/24
Toyota Camry SE/'92	10/92(c)	5059	$18,528/$22,394	3.0 V-6/5M/fwd	181/5200	195/4400	7.7	16.0/88.1	125	.80	64.9	19/26
Toyota Celica GT/'94	7/94(c)	7084	$18,898/$24,719	2.2 I-4/5M/fwd	130/5400	145/4400	8.4	16.4/83.8	127	.87	66.7	27/34
Toyota MR2 Turbo/'93	9/92(c)	5075	$20,278/$24,113	2.0 I-4 T/5M/rwd	200/6000	200/3200	6.1	14.7/93.8	115	.91	68.0	20/27
Toyota Xtracab SR5 4x4/'93	8/93(c)	7053	$18,318/$23,907	3.0 V-6/5M/4wd	150/4800	180/3400	11.9	18.3/73.6	151	.67	57.4	15/18
Volkswagen EuroVan GL/'93	2/93(c)	7031	$20.420/$22.740	2.5 I-5/4A/fwd	109/4500	140/2200	16.9	20.6/65.6	153	.67	57.5	17/19
Volkswagen Passat GLX/'93	7/93	2308	$21,560/$24,170	3.0 V-6/4A/fwd	172/5800	177/4200	8.5	16.6/84.7	127	.82	63.8	17/24

KEY: T = turbocharged S = supercharged D = diesel 4wd = part-time 4-wheel drive awd = full-time all-wheel drive

ROAD TEST REVIEW

Model/Year	Issue	Reprint ID No.	Price Base/Tested	Powertrain Configuration	Power (hp/rpm)	Torque (lb-ft/rpm)	0-60 (sec)	Acceleration 1/4 Mile (sec/mph)	Braking 60-0 (ft)	Lateral Accel. (g)	Slalom (mph)	City/Hwy. EPA (mpg)
$25,000 - $30,000												
Acura Vigor GS/'92	3/92(c)	6004	$23,265/$25,339	2.5 I-5/5M/fwd	176/6300	170/3900	8.6	16.6/86.1	130	.81	63.6	20/26
Chevrolet Blazer K1500 Sil./'93	9/93	2381	$20,005/$26,552	5.7 V-8/4A/4wd	210/4000	300/2800	9.8	17.4/78.3	152	.73	56.9	13/16
Dodge Grand Caravan LE/'94	7/94(c)	7085	$22,883/$25,050	3.8 V-6/4A/fwd	162/4400	213/3600	10.2	17.6/78.3	156	.73	58.2	17/22
Ford Chateau Club Wagon/'92	1/92(c)	7033	$23,963/$25,609	5.7 V-8/4A/rwd	200/3800	300/2800	10.8	17.9/76.6	165	.68	55.2	11/15
Ford Explorer Ltd./'94	10/93(c)	7067	$27,422/$29,380	4.0 V-6/4A/4wd	160/4500	220/2200	11.0	18.0/75.9	139	.66	54.6	15/20
Ford Taurus SHO/'92	10/92	1390	$25,000/$28,125	3.2 V-6/4A/fwd	220/6200	215/4800	7.5	15.4/88.9	144	.81	62.0	18/26
Ford Windstar LX/'94	7/94(c)	7085	$23,000/$26,190	3.8 V-6/4A/fwd	155/4000	220/3000	10.4	17.7/77.1	147	.72	59.5	17/24
Infiniti G20t/'94	4/94	2329	$25,000/$25,450	2.0 I-4/5M/fwd	140/6400	132/4800	8.4	16.5/85.0	125	.82	65.5	24/32
Isuzu Trooper LS/'93	10/93(c)	7067	$26,150/$29,699	3.2 V-6/4A/4wd	190/5600	195/3800	11.9	18.5/74.7	142	.73	55.8	15/18
Jeep Grand Cherok. Laredo/'93	10/93(c)	7067	$20,884/$27,304	5.2 V-8/4A/4wd	220/4800	285/3600	9.5	17.2/80.4	133	.73	59.4	14/18
Mercury Villager Nautica/'94	7/94(c)	7085	$24,635/$28,700	3.0 V-6/4A/fwd	151/4800	174/4400	11.8	18.5/75.9	137	.73	59.7	17/23
Mitsubishi Diamante LS/'92	3/92	2170	$25,639/$29,557	3.0 V-6/4A/fwd	202/6000	199/3000	9.1	16.9/85.9	136	.79	60.3	18/24
Mitsubishi Diamante Wagon/'93	5/93	2252	$22,399/$26,646	3.0 V-6/4A/fwd	175/5500	185/3000	10.1	17.5/82.2	145	.74	61.5	19/25
Mitsubishi Eclipse GSX/'95	6/93	2336	$22,500/$26,500	2.0 I-4 T/5M/awd	210/6000	214/3000	6.4	14.9/91.6	116	.86	69.1	21/37
Nissan Maxima SE/'95	6/93	2338	$22,500/$27,480	3.0 V-6/5M/fwd	190/5600	205/4000	6.6	15.2/92.4	131	.83	65.1	22/27
Oldsmobile Cutlass Conv./'93	4/93	2188	$22,699/$26,936	3.4 V-6/4M/fwd	200/5000	215/4000	8.5	16.5/86.2	129	.79	61.2	17/26
Pontiac Firebird Firehawk/'93	7/93	2306	$24,244/$25,810	5.7 V-8/6M/rwd	300/5000	330/2000	4.9	13.5/103.5	110	.88	64.0	17/25
Saab 900 SE/'94	12/93	2314	$27,000/$27,000	2.5 V-6/5M/fwd	170/5900	167/4200	7.9	15.8/89.0	126	.80	62.4	18/25
Subaru SVX/'92	9/92	2163	$27,250/$27,770	3.3 F-6/4A/awd	230/5400	224/4400	7.3	15.5/90.9	114	.90	66.5	20/28
Toyota Camry SE Coupe	2/94(c)	7077	$22,238/$26,777	3.0 V-6/4A/fwd	188/5200	203/4400	8.1	16.1/87.0	121	.81	64.0	18/25
Volkswagen Eurovan Camper/'94	7/94(c)	7085	$29,800/$30,500	2.5 I-5/5M/fwd	109/4500	140/2200	16.2	20.8/68.4	168	.66	56.9	17/21
Volvo 850 GLT/'93	2/93(c)	7031	$24,100/$26,895	2.4 I-5/5M/fwd	168/6200	162/3300	9.4	17.3/79.5	121	.79	64.7	21/30
$30,000 - $35,000												
Buick Park Avenue Ultra/'94	2/94	2321	$31,699/$33,519	3.8 V-6/4A/fwd	225/5000	275/3200	7.3	15.5/90.5	137	.77	59.5	17/26
BMW 325is/'93	2/93(c)	7031	$30,950/$31,775	2.5 I-6/5M/rwd	189/5900	181/4200	7.4	15.7/88.9	126	.82	65.9	19/28
Chrysler LHS/'94	5/94(c)	7080	$30,283/$30,547	3.5 V-6/4A/fwd	215/5800	221/2800	8.8	16.6/85.1	134	.82	63.5	18/26
Dodge Stealth R/T Turbo/'92	9/92(c)	5075	$31,185/$32,820	3.0 V-6 T/5M/awd	300/6000	307/2500	5.7	14.2/97.3	120	.90	67.3	18/24
Lexus ES 300/'94	5/94(c)	7080	$30,600/$34,453	3.0 V-6/4A/fwd	188/5200	2203/4400	8.7	16.6/85.2	134	.81	62.8	18/24
Mazda RX-7 R1/'93	8/93(c)	7050	$32,500/$33,925	1.3 R TT/5M/rwd	255/6500	217/5000	5.3	13.9/99.7	110	.97	68.0	17/25
Mazda Millenia S/'94	5/94	2333	$31,400/$31,920	2.3 V-6/4A/fwd	210/5300	210/3500	7.6	15.8/90.0	128	.80	62.9	20/28
Mercedes-Benz C220/'94	5/94	7080	$29,900/$30,487	2.2 I-4/4A/rwd	147/5500	155/4000	8.7	16.9/83.7	131	.80	60.9	21/28
Mitsubishi Montero SR/'94	4/94	2331	$31,475/$34,756	3.5/V-6/4A/4wd	215/5500	228/3000	10.8	17.9/76.5	138	.69	57.5	14/17
Subaru SVX/'93	1/94(c)	7075	$34,000/$34,445	3.3 F-6/4A/awd	230/5400	228/4400	8.7	16.2/85.9	115	.85	62.8	17/25
Toyota Previa LE/'94	7/94(c)	7085	$25,798/$31,821	2.4 I-5/5M/rwd	138/5000	154/4000	12.0	18.7/74.9	135	.73	58.4	17/22
Toyota Previa S/C/'94	3/94	2324	$27,800/$34,415	2.4 I-4 S/4A/rwd	161/5000	201/3600	10.2	17.6/78.3	137	.70	58.0	18/23
Volvo 850 Sportwagon Turbo/'94	3/94(c)	7078	$30,985/$33,640	2.4 I-5 T/4A/rwd	222/5200	221/2100	7.0	15.3/92.8	128	.80	64.3	19/26
$35,000 - $40,000												
Acura Legend Coupe/'92	6/93	2256	$38,150/$38,615	3.2 V-6/6M/fwd	230/6200	206/5000	7.5	15.9/91.7	134	.85	63.8	17/25
Alfa Romeo 164 LS/'94	11/93(c)	7069	$34,390/$35,263	3.0 V-6/5M/fwd	210/6300	198/5000	7.2	15.6/93.0	126	.81	61.4	17/24
Cadillac DeVille Concours/'94	1/94(c)	7076	$36,590/$38,126	4.6 V-8/4A/fwd	270/5600	300/4000	7.8	15.8/91.0	130	.73	60.3	16/25
Cadillac Fleetwood/'93	4/93(c)	7036	$33,990/$36,311	5.7 V-8/4A/rwd	185/3800	300/2400	10.0	17.5/79.5	139	.76	56.8	16/25
Infiniti J30 t/'93	2/93(c)	7031	$36,000/$36,450	3.0 V-6/4A/rwd	210/6400	193/4800	9.0	16.8/82.8	129	.79	60.9	18/23
Lexus SC 300/'92	5/92(c)	5022	$32,700/$36,772	3.0 I-6/5M/rwd	225/6000	210/4800	7.8	15.8/91.1	132	.87	64.9	18/23
Lincoln Mark VIII/'93	11/93(c)	7068	$36,890/$38,934	4.6 V-8/4A/rwd	280/5500	285/4500	7.1	15.4/95.0	142	.79	60.8	17/25
Nissan 300ZX Turbo/'93	7/93(c)	7049	$37,090/$38,585	3.0 V-6 T/5M/rwd	300/6400	283/3600	5.2	13.8/103.9	125	.87	67.6	18/24
Saab 9000 Aero/'94	11/93(c)	7069	$38,235/$38,695	2.3 I-4 T/5M/fwd	225/5500	258/1950	7.4	15.7/95.3	124	.85	64.2	20/28
$40,000 - $50,000												
Acura Legend Sedan GS/'94	7/94	2339	$40,700/$41,187	3.2 V-6/4A/fwd	230/6200	206/5000	8.1	16.3/87.5	129	.82	65.4	18/23
BMW 530i Touring/'94	3/94(c)	7078	$44,000/$46,765	3.0 V-8/5A/rwd	215/5800	214/4500	8.9	16.7/86.2	123	.81	63.0	16/25
BMW 540i/'93	12/93(c)	7072	$47,000/$49,705	4.0 V-8/5A/rwd	282/5800	295/4500	6.9	15.3/95.9	118	.84	63.0	16/24
Cadillac Eldorado TC/'93	11/93(c)	7068	$33,990/$42,525	4.6 V-8/4A/fwd	295/6600	290/4400	6.7	15.0/93.7	138	.79	61.0	16/25
Cadillac STS/'93	12/93(c)	7072	$42,740/$46,036	4.6 V-8/4A/fwd	295/6000	290/4400	7.2	15.4/93.2	137	.76	61.1	16/25
Callaway SuperNat. Camaro/'94	3/94	2327	$40,000/$46,000	6.3 V-8/6M/rwd	404/5750	412/4500	4.6	13.2/106.4	113	N/A	N/A	15/23
Chevrolet Corvette LT1/'94	5/94(c)	7082	$36,185/$40,864	5.7 V-8/4A/rwd	300/5000	340/3600	5.5	14.1/97.2	113	.91	68.2	17/24
Lexus SC 400/'93	11/93(c)	7068	$41,400/$46,713	4.0 V-8/4A/rwd	250/5600	260/4400	7.3	15.5/92.8	121	.87	63.7	18/23
Mazda RX-7 Touring/'94	5/94(c)	7082	$36,000/$41,715	1.3 R TT/4A/rwd	255/6500	217/5000	6.0	14.5/96.3	119	.91	68.2	18/24
Mercedes-Benz E320 Wgn/'94	3/94(c)	7078	$46,200/$48,440	3.2 I-6/4A/rwd	217/5500	229/3750	8.1	16.2/88.4	131	.78	60.7	18/24
Mitsubishi 3000GT VR-4/'94	1/94(c)	7075	$40,900/$42,669	3.0 V-6 T/6M/awd	320/6000	315/2500	5.3	13.9/98.4	122	.88	63.5	18/24
Range Rover County LWB/'93	10/93(c)	7067	$49,200/$49,825	4.3 V-8/4A/4wd	200/4850	251/3250	11.1	18.1/76.2	155	.70	56.5	12/15
Toyota Land Cruiser/'93	10/93(c)	7067	$32,128/$40,340	4.5 I-6/4A/4wd	212/4600	275/3200	11.4	18.3/75.6	132	.73	60.4	12/15
Toyota Supra Turbo'94	5/94(c)	7082	$42,300/$45,651	3.0 I-6/4A/rwd	320/5600	315/4000	5.6	13.8/105.1	112	.93	68.8	19/23
$50,000 - $60,000												
Audi Quattro V8/'92	6/93(c)	7045	$53,900/$55,760	4.2 V-8/4A/awd	276/5800	295/4000	7.2	15.6/88.8	124	.82	60.6	14/20
BMW 740i/'93	6/93(c)	7045	$54,000/$56,200	4.0 V-8/5A/rwd	282/5800	295/4500	7.4	15.6/93.6	131	.79	62.5	16/22
Dodge Viper RT/10/'93	8/93(c)	7050	$50,000/$52,800	8.0 V-10/6M/rwd	400/4600	462/3600	4.5	13.2/112.1	129	.97	66.8	13/22
Infiniti Q45t/'94	6/93(c)	7045	$47,500/$51,050	4.5 V-8/4A/rwd	278/6000	292/4000	7.2	15.4/91.3	121	.85	59.7	17/22
Jaguar XJS Coupe/'93	7/93	2307	$49,750/$50,710	4.0 I-6/4A/rwd	219/4750	273/3650	7.8	15.9/89.9	125	.80	60.1	17/23
Lexus LS 400/'94	1/94(c)	7076	$49,900/$53,353	4.0 V-8/4A/rwd	250/5600	260/4400	8.7	16.3/87.9	118	.76	60.6	18/23
Mercedes-Benz 400E/'93	6/93(c)	7045	$56,400/$59,710	4.2 V-8/4A/rwd	275/5700	295/3900	7.2	15.4/94.5	124	.78	62.5	18/24
$60,000 AND UP												
Acura NSX/'93	7/93(c)	7049	$68,600/$69,330	3.0 V-6/5M/rwd	270/7100	210/5300	5.6	13.9/100.7	117	.92	65.3	19/24
BMW M5/'93	8/93(c)	7051	$60,700/$63,300	3.5 I-6/5M/rwd	310/6900	266/4750	6.2	14.6/96.7	107	.86	65.5	12/23
BMW840Ci/'94	5/94	2332	$68,100/$70,500	4.0 V-8/4A/rwd	282/5800	295/4500	7.4	15.6/94.3	113	.83	67.8	15/22
BMW 850CSi/'94	5/94	2332	$$98,500/$101,500	5.0 V-12/6M/rwd	372/5300	402/4000	5.8	14.1/101.3	116	.87	67.3	12/20
Chevrolet Corvette ZR-1/'93	8/93(c)	7050	$34,595/$67,878	5.7 V-8/6M/rwd	405/5800	385/5200	5.2	13.6/106.0	117	.92	67.2	17/25
Ferrari 348 tb Serie Speciale/'93	9/93	2380	$107,300/$111,800	3.4 V-8/5M/rwd	312/7200	229/4000	5.6	14.0/100.0	122	.96	68.8	13/18
Jaguar XJ12 Sedan/'93	9/93(c)	7066	$71,750/$72,990	6.0 V-12/4A/rwd	301/5350	336/3750	7.5	15.9/91.5	134	.80	59.6	13/21
Jaguar XJR-15/'91	5/92(c)	5074	$1 million	6.0 V-12/6M/rwd	450/6250	430/4500	4.5	12.6/117.2	N/A	.95	N/A	N/A
Lamborghini Diablo/'91	5/92(c)	5074	$239,000	5.7 V-12/5M/rwd	485/7000	428/5200	4.4	13.2/109.6	N/A	.91	N/A	N/A
Lotus Esprit Turbo S4 /'93	3/94	2325	$69,000/$69,995	2.2 I-4 T/5M/rwd	264/6500	261/3900	4.8	13.3/107.3	125	.90	68.1	17/27
Mercedes-Benz 300CE/'93	5/93(c)	7043	$76,500/$79,180	4.0 I-6/4A/rwd	217/5500	229/3750	8.1	16.1/87.6	125	.80	59.6	18/23
Mercedes-Benz 500E/'93	8/93(c)	7051	$80,000/$81,391	6.0 V-8/4A/rwd	315/5600	347/3900	6.3	14.7/96.9	116	.84	61.0	16/19
Mercedes-Benz 600SEL/'93	9/93(c)	7066	$129,000/$133,575	6.0 V-12/4A/rwd	389/5200	420/3800	6.6	15.2/94.6	130	.76	60.0	12/16
Porsche Carrera 2 Cabr./'93	5/93(c)	7043	$77,340/$81,479	3.6 F-6/4A/rwd	247/6100	228/4800	6.0	14.4/100.7	122	.87	65.4	16/23
Porsche 911 Speedster/'94	1/94	2319	$66,400/$71,041	3.6 F-6/5M/rwd	247/6100	228/4800	5.4	14.0/100.2	111	.91	69.3	17/25
Porsche 911 Turbo 3.6/'93	8/93(c)	7050	$99,000/$101,825	3.6 F-6 T/5M/rwd	355/5500	384/4200	4.4	12.7/112.3	120	.90	68.0	13/21

KEY: T = turbocharged S = supercharged D = diesel 4wd = part-time 4-wheel drive awd = full-time all-wheel drive

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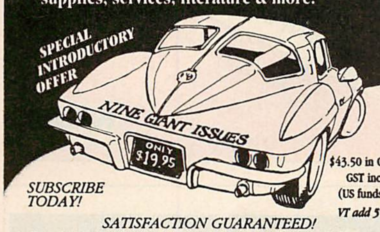

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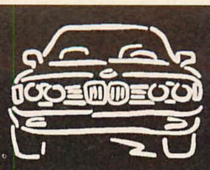

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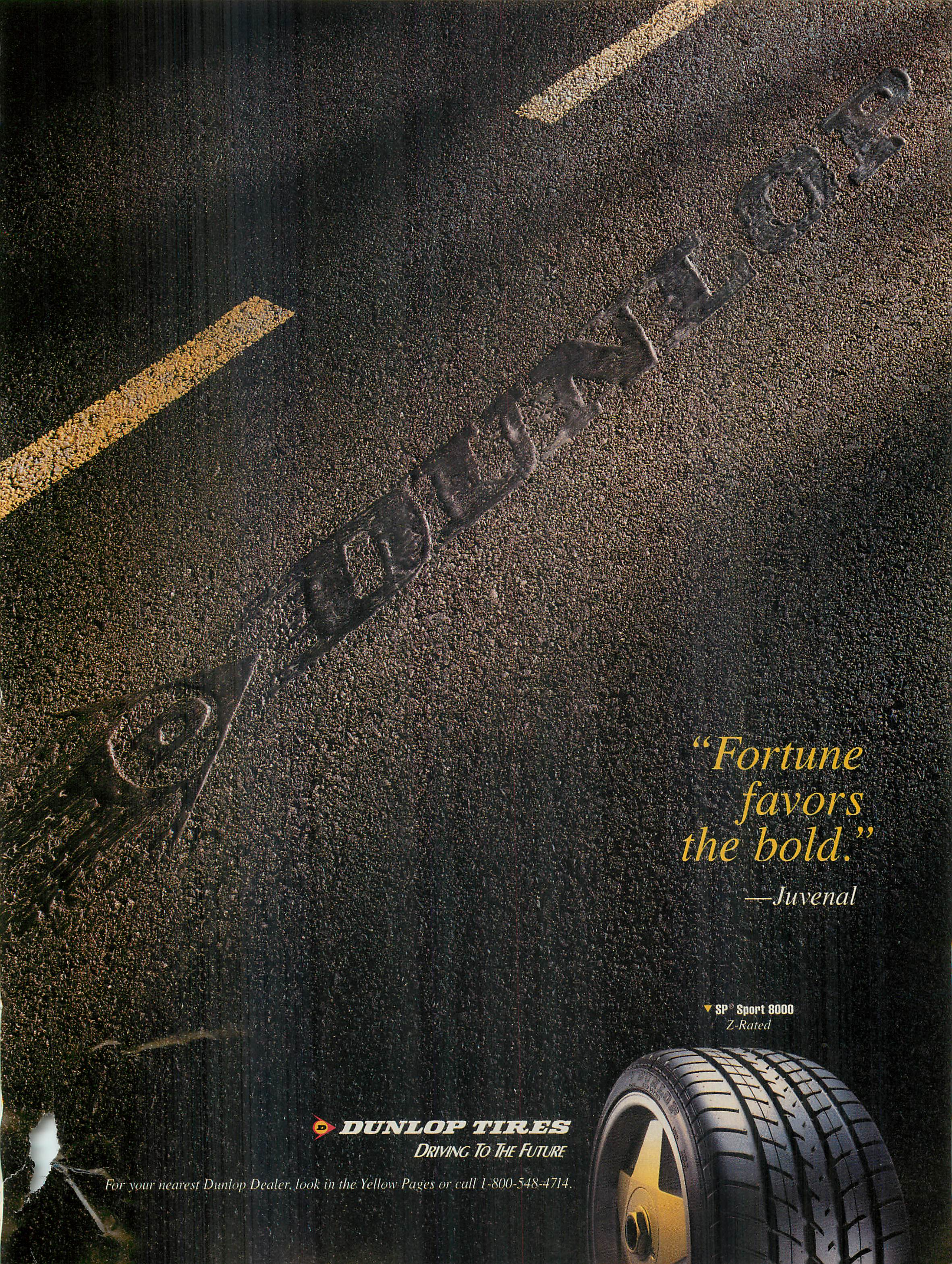
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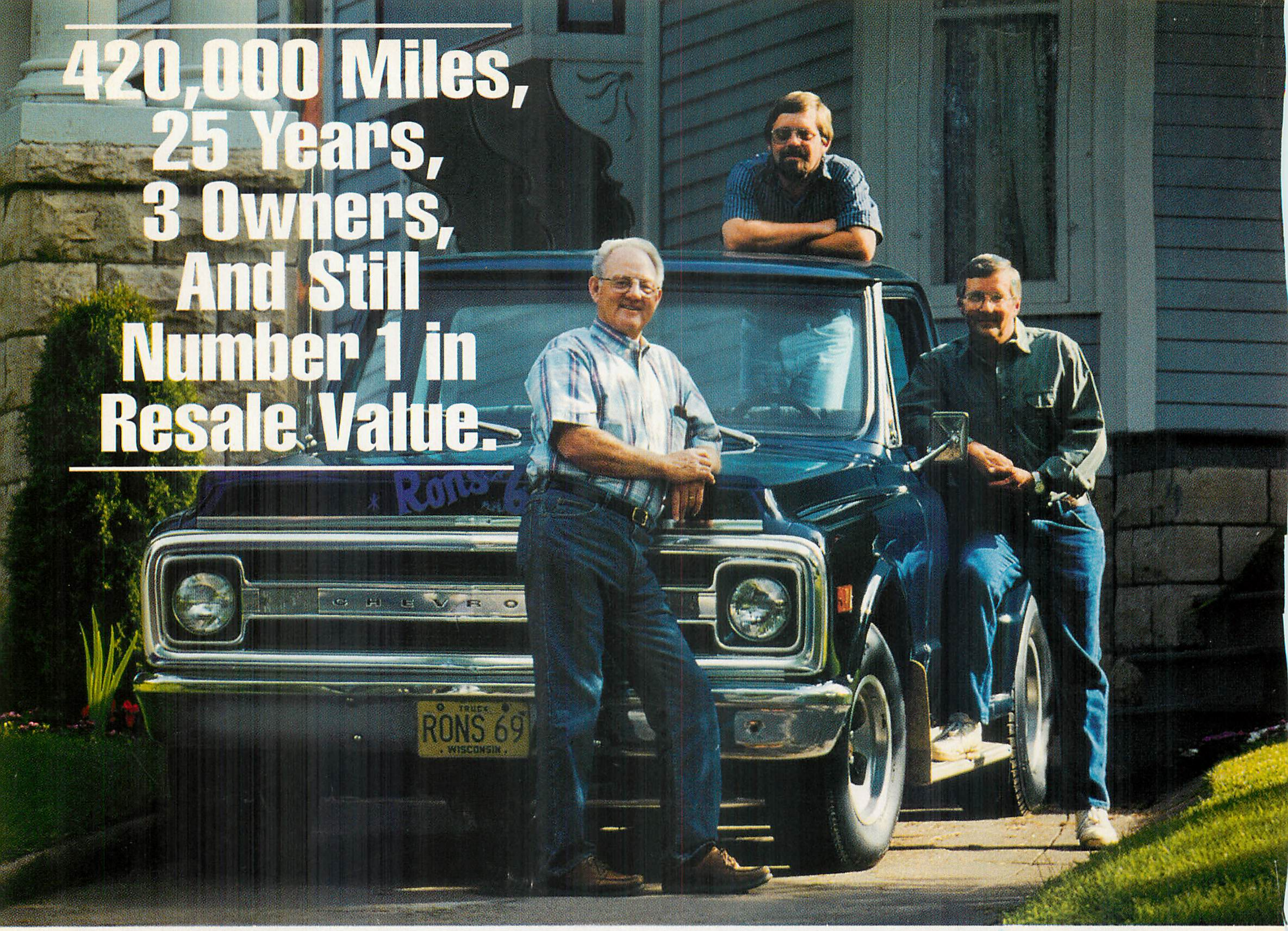

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